AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

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GEORGE STEPHENSON'S LITTLE OLD ENGINE.

Great sight was in the sheds at the extreme end of the works, for here were assembled some sixteen locomotive engines just arrived from all parts of the country—the choicest specimens owned by the several companies by whom they had been dispatched to take part in what the programme called a "display and procession of modern typical locomotive steam-engines." I was examining with great admiration one of the very finest of these engines, built for the Midland Railway Company by Messrs. G. R. Stephenson & Co., of Newcastle, when I was attracted by a lively movement among the crowd of mechanics who stood about me, and looking round, I perceived an ancient and decayed little engine being cautiously propelled by a huge goods locomotive along the metals which led to the high level bridge. It was like a very old man supported on the arm of a big stalwart son, and the great locomotive frequently paused to give the aged engine, as it were, time to breath and recover itself. I crossed the rails to look at this singular object, and drawing very close to it I was able to read upon a plate affixed to its side that its name was "Locomotion," that it had been constructed by George Stephenson in 1825, and that it was the first engine that ran on the Stockton and Darlington Railway. So here, then, was the very father of all the locomotives in the world. A decrepid, shrivelled machine, with nevertheless a look of shrewd self-consciousness, suggested in its quaint, old-world aspect as if it had duly taken note of its magnificent posterity and was not unwilling to be admired for their sakes as well as its own. To see the wonderful old locomotive crowned with a skeleton scaffolding of piston rods and other working gear, with its singular chimney, curving out of its front like the neck of a swan, and the little old tender behind with part of the iron side rusted, and rotted out, while close to it stood a group of probably the most magnificent locomotive engines in the world, with their sparkling brasswork and glossy sides, as clear as glass, with the amazing finish of their painting and varnishing, was indeed to behold the one sight that would give to the great memory which all Newcastle and Gateshead had already transfigured themselves with bunting to honor the most eloquent and moving significance that could be imparted to it.

Not the least interesting part of the day's abundant recreations was the exhibition of Stephensonian relics in the Wood Memorial Hall and in the library of the Literary and Philosophical Society. Some of these were really extraordinary preservations. For instance, there was the bonnet worn by George Stephenson's grandmother. There was a chair 200 years old which once belonged to George Stephenson's grandfather. The minutest things had been religiously preserved, such as three razors in a case, twenty-one dinner plates, and weather-glass. These objects were inspected with extraordinary veneration. The exhibition of models was a genuine curiosity, those shown being Murdoch's engine (1784), stated to be "the first ever made in England to travel on its own wheels," and lent by William M. Murdoch, of Leeds, a grandson of the inventor.—[Newcastle Correspondence London Telegraph.

ELECTRICITY AS A PROPELLER OF BOATS.

Another new application of electricity as a motor has been experimented in during the last few days in Paris. M. G. Trouve, a well known electrician, has devised a method of applying the electric current to the propulsion of a boat, and so far the results have been eminently satisfactory. The experiments have been made on the Seine, on several occasions, with a small boat containing from two to six persons. The boat was five and a half metres long, one and a fifth broad, and weighed eighty kilogrammes. M. Trouve's electric motor consisted of a Siemens coil, which by a simple but ingenious arrangement is made to transmit its power to a three bladed screw at the stern of the boat. The motor itself is fixed on the upper part of the rudder, which it follows in its movements, as does also the screw. The motor with its accessories does not weigh more than five kilogrammes. In the centre of the boat are arranged two bichromate of potass batteries of six elements each, and with a total weight of twenty-four kilogrammes. The total batteries may be employed together or separately, and at night, while the one is driving the screw, the other may be used for lighting purposes. M. Trouve's apparatus may be adapted to any boat, and there seems no reason whatever why it might not be so modified as to be applicable to vessels of much larger dimensions than that experimented on, which sailed against the current at the rate of one metre per second, and with it at the rate of two and a half metres. Experiments in navigation by electricity were made on the Neva in 1839 by Jacobi, but the method adopted had so many drawbacks as to be practically useless.—[Pall Mall Gazette.

THE latest reports and estimates concerning the wheat crops show that the extent of the falling off of the crop has been greatly exaggerated in previous reports. There have been many rumors circulated for speculative purposes concerning the production for the current year, but the authentic reports which are now coming in from State officials prove the inaccurracy of the former in many cases, and remove largely the feeling of apprehension that was beginning to be manifested on this point of so much importance to transportation and general trade. The estimate of the Secretary of the Ohio Board of Agriculture places the increase of the production of wheat in Ohio this year over that of 1880 at seven million bushels, while a falling off of fifteen or twenty million bushels had been previously rumored. The yield in Illinois last year was 53,767,000 bushels, and the official estimate from the Illinois Department of Agriculture places the yield this year at about 2,500,000 bushels less than that of 1880, instead of the falling off thirty million bushels predicted some time ago. Should the other wheat growing States present a corresponding condition, there would seem to be slight ground indeed for the apprehension, for the spreading of which false reports seem to have been sedul.

ously circulated concerning the wheat yield of 1881. A considerable decrease in the yield could be experienced without serious results; in fact it might be experienced to a small extent to the actual benefit of general trade, relieving it of a sluggishness that might come of a super-abundant crop being harvested while the granaries and storehouses were well filled here, and while reports of good crops were coming from France.

Atlantic and North Carolina Railroad.

At the annual meeting of the stockholders of the Atlantic and North Carolina Railroad Company, held at Morehead City, N. C., on the 2d inst., it was voted, 15,585 to 910, to lease the road to the Midland Railroad of North Carolina, as that company proposes to use the Atlantic and North Carolina road as its eastern division. This road now runs from Beaufort Harbor to Goldsboro, and is 98 miles long. The engineers of the Midland Company are now surveying an air-line from Gold boro to Salisbury, and the entire road will shortly be put under contract. The completion of this line will reduce the distance between Goldsboro and Salisbury 40 miles. At Salisbury connection will be made with the Western North Carolina Railroad, which will form the Western division of the main stem of the Midland system. It is asserted that the whole line will be completed and in operation from Beaufort Harbor to the Tennessee State line within 12 months.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of June, were:

ENTERED FOR CONSUMPTION.

	1880.	1881.
Manufactures of wool...	$986.413	$838,869
" cotton .	1,315,859	1,231,306
" silk	1,747,676	1,855,767
" flax	602,738	759,198
Miscellaneous dry goods.	322,731	324,320
Total	$4,974,817	$5,009,460

WITHDRAWN FROM WAREHOUSE.

	1880.	1881.
Manufactures of wool....	$358,944	$372,990
" cotton..	291,208	224,513
" silk.....	358,869	261,322
" flax.....	254,970	258,655
Miscellaneous dry goods.	40,478	105,763
Total	$1,299,469	$1,218,243
Add entered for consump.	4,974,817	5,009,460
Thrown upon market...	$6,274,286	$6,227,703

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool...	$1,273,689	$448,311
" cotton .	696,198	259,393
" silk	677,908	264,426
" flax	409,436	242,645
Miscellaneous dry goods	126,425	87,150
Total	$3,183,683	$1,301,925
Add entered for consump.	4,974,817	5,009,460
Total entered at the port.	$9,158,500	$6,211,385

The Imports of foreign dry goods at New York for six months from January 1, were:

ENTERED FOR CONSUMPTION.

	1880.	1881.
Manufactures of wool...	$9,527,289	$7,428,766
" cotton ..	12,845,720	11,525,647
" silk	14,968,728	12,783,168
" flax	8,180,222	6,078,881
Miscellaneous dry goods	4,608,190	4,189,176
Total	$50,130,099	$41,555,368

WITHDRAWN FROM WAREHOUSE.

	1880.	1881.
Manufactures of wool....	$2,755,688	$3,891,905
" cotton ..	1,782,810	2,786,821
" silk	2,512,633	2,775 772
" flax	2,101,471	2,914,938
Miscellaneous dry goods.	1,026,833	1,357,888
Total withdrawn from warehouse	$10,179,435	$13,726,819
Add entered for consump.	50,130,099	41,955,638
Total thrown on the market	$60,309,534	$55,682,457

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool...	$4,439,976	$3,191,968
" cotton..	2,325,796	2,299,977
" silk	2 878,682	2,397,072
" flax ...	3,410 401	2 152,462
Miscellaneous dry goods	1,165,477	1,420 202
Total entered warehouse	$14,220,282	$11,461,616
Add entered for consump	50,130,099	41,955,638
Total entered at port....	$64,350,381	$53,417,254

The imports of dry goods at New York for the fiscal year ending with June, were:

	1881.	1880.
Manufactures of wool...	$18,399,012	$16,238,954
" cotton..	20,466,360	20,188,039
" silk	28,225,715	26,682,665
" flax	14,068,893	10,772,640
Miscellaneous dry goods.	8,049,111	8,073,042
Total	$89,209,091	$71,950,340

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1880.	1881.
Manufactures of wool...	$6,064,940	$9,084,842
" cotton..	3,312,602	4,985,447
" silk	4 452,761	6 224,655
" flax	3,827,781	5,263,178
Miscellaneous dry goods.	1,707,587	2,452,070
Total withdrawn from warehouse	$19,365,671	$28,010,192
Add entered for consump.	89,209,091	81,950,340
Total thrown on the market	$108,574,762	$109,960,532

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool. ..	$7,729,114	$8,591,032
" cotton..	2,935 520	4,682,540
" silk	5,009,566	5,932,564
" flax....	5,498,876	4,692,048
Miscellaneous dry goods.	1,955,740	3,002,469
Total entered for warehouse	$24,128,816	$26,960,653
Add entered for consumption.....	89,209,091	81,950,340
Total entered at port...	$113,337,907	$108,910,993

The imports of foreign dry goods at New York monthly, for the last three fiscal years ending with June, have been as follows:

	1879.	1880.	1881.
July	$5,847,370	$7,985,348	$11,070,161
August.. .	10,047,274	11,817,521	15,267,941
September	6,647,749	9,781,789	10,112,286
October ..	5 326,421	6,876,726	7,129,985
November	5,214,452	6,506 680	5,577,627
December	4,460,708	6,019,462	6,335,739
January...	5,987,719	10,714,881	10,128,486
February..	12,589,363	15 691,575	13 086,298
March....	8,613,592	12,238,350	10,979,035
April	6,037,243	10,076 286	7,706,972
May	4,487,202	7,470,789	5,206,078
June	4,846,955	8,158,500	6,311,385
Total...	$79,606,048	$113,337,907	$108,910,993

The comparative value of each class of dry goods imported at New York for the fiscal years ending with June, were:

	1889-80.	1881.
Manufactures of wool..	$26,128,126	$24,829,986
" cotton	24 401,880	24,865,579
" silk...	34 285 281	39,675,229
" flax ..	19,567 769	15,464,688
Miscellaneous dry good	10,004,851	11,075,511
Total imports....	$113,337,907	$108,210,993

The imports of foreign dry goods at New York for each year since 1850, have been as follows:

Year.	Value.
1850-1	$64,618,747
1851-2	57,221,062
1852 3	79,192,513
1853 4	92,389,627
1854 5	62,918,443
1855-6	85,898,690
1856 7	92,669,088
1857-8	67,317,736
1858-9	93,542,083
1859 60	107,843,205
1860-1	83,319,845
1861 2	38,155,720
1862-3	61,963,037
1863-4	83,284,966
1864-5	49,853,939
1865 6	137,056,834
1866 7	103,407,278
1867-8	77 254,182
1868-9	92 499,846
1869-70	96,414,276
1870-1	126,123,210
1871 2	139,908,902
1872-3	125,086,691
1873-4	106,706,644
1874-5	106,501,249
1875-6	88,058,966
1876-7	77,330,636
1877 8	74,717,031
1878-9	79,606,048
1879-80	113,337,907
1880-1	108,910,993

These figures represent only the foreign cost of the goods in gold, freight and duty not being included.

Grand Trunk Railway.

The Montreal witness says that the position of the Grand Trunk Railway at the present time must be a source of much satisfaction to Canadians generally in so far at least as concerns the improvement of the road's carrying facilities, and then adds:

It is not very generally known that the work of building the double track between Montreal and the west is now, and has been for some time past, progressing very quietly. The sidings between the different stations have been extended from time to time, thus ultimately connecting each with the much wanted double line. Between Belleville and Toronto will likely be the first complete double track, as that section is looked upon as likely to require the improvement first. That portion of the road between Stratford and Sarnia will be the second section to be completed with the double track, and before long the relief afforded by these improvements will have given quicker despatch to both freight and passengers. The ultimate completion of the whole double track line is something looked forward to by every merchant in Montreal, Toronto and elsewhere, and the company is to be congratulated that their financial success in England lately warrants them in carrying on the double track improvement. A new Bonaventure Depot, will, it is hoped, be the next improvement in order.

The contract has been awarded for the grading of a hundred miles of the Florida Southern Railroad, commencing at Lake City and running southward.

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New York, Saturday, July 9, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

THE largest reduction of the public debt which has been made during any year since those immediately following the close of the war was made during the fiscal year ending June 30. The reduction during the month of June was $12,323,159, which added to that of the eleven previous months, $89,250 323, makes the total reduction for the year $101,-573,482.

THE market for substantial railroad securities, which has held uniformly strong for several months, received a midsummer stimulus from the large dividends paid July 1st, the demand for this class of securities being unusually good for this season of the year as the month opens. The earning and paying of dividends are the most reliable indicators concerning the tendency of the market, which, so far as dividend paying securities of the substantial class are concerned, seems likely to have an unwonted summer activity and strength.

ALTHOUGH the fact that the bridge over the San Antonio river in Mexico was built wholly under Mexican direction may be a satisfaction to American engineers and railroad constructors, it does not mitigate the horror of the calamity which resulted in such terrible loss of life. But it is another strong illustration of the need in Mexico of skilled engineers for the railroad work now developing there with such rapidity. The line upon which the bridge in question was located had been opened to the public less than a month when the disaster occurred. The enterprises which Americans are pushing there will bring skilled engineers for temporary stay, but what Mexico needs is the permanent location of such engineers, for the works which Americans are starting within her borders will stimulate local enterprises, and such a stimulant with little experience or ability to support it is not unlikely to prove a fruitful source of destruction to property and life.

NOTWITHSTANDING the great tide of immigration that has been continually flowing in upon our shores since early Spring railroad builders are experiencing LO little difficulty in obtaining laborers. The explanation of it is of course that the large portion of immigrants come here for settlement and for following agricultural pursuits, for which in most cases their plans are made before leaving their former homes on the other side of the water. The Denver and Rio Grande Railway Co. has been advertising in England, Ireland, Scotland and Wales for 10,000 laborers and has established an English agency where it is said contracts are made with laborers at their homes, by which work for two years at good wages is guaranteed them, on the extensive construction enterprises of that company in Utah and Colorado. Another railroad company is said to have under consideration the importation from China of a supply of Celestial laborers. Meanwhile the streets and parks of New York maintain their usual complement of begging idlers and an army of tramps scattered over the country illustrates how large a number of of able bodied men prefer a pauper's life to the one of honest thrift that their fellow men from the other side of the world are seeking here.

OUR recent articles on the important work that Oliver Evans performed in the development of the railroad, by his invention of the steam locomotive and his efforts in behalf of its adoption about eighty years ago, have drawn fresh attention to the works of this great inventor, whose memory is entitled to honors which his American countrymen have yet to bestow. There is now living in Philadelphia a gray-haired grandson of this neglected inventor, Mr. Oliver Evans Woods, and the letter from him which we publish below is of peculiar interest at this time.

PHILADELPHIA, July 1st, 1881:

EDITOR AMERICAN RAILROAD JOURNAL.

DEAR SIR:—The numbers of your valuable Journal that you mailed to me came safe to hand, and for your kind attention I herewith tender to you my thanks. The procession on the 9th ultimo at New Castle, Eng., was as you truly remark, "singular." If it had been in honor of Richard Trevithick, a good reason could be assigned. For although it is clear to my mind that Trevithick coolly appropriated without acknowledgement the plans of Oliver Evans, nevertheless, in doing so he displayed a degree of acumen much superior to those other English engineers, who had failed to be favorably impressed as to their value. Trevithick thus introduced into England the high pressure steam engine, without which not one engine of that grand procession of the 9th ult. would have ever seen light. He not only introduced it in England, but he put it on rails, and in my opinion is the only Englishman who stands next to Oliver Evans.

Very Respectfully,
Your Obliged Servant,
OLIVER EVANS WOODS.

The Strength of Our People.

The truest test of the strength and stability of national as of personal character is found in the sudden substitution of trouble and calamity for peace and joyous expectancy. When the heart of a great nation is throbbing exultingly on the auspicious eve of its birthday anniversary; when the Government is laying aside its weighty cares for the celebration of the day which marks the advent of a new system among the Governments of the world; when political, commercial and social circles are forgetting their strifes, their anxieties, and their daily demands; when the restraints of ordinary life are being thrown off and strained nerves are relaxing for the rest and pleasure of a Sabbath and a National holiday, suddenly the most staggering blow that can fall upon a people comes in its most startling and dangerous form, and the world witnesses a Republic undergoing its severest test. The spectacle is one of awful sublimity, a nation in the deepest sorrow and most excruciating anxiety, holding steadfast to the faith in its self-governing principles, and in grand self-control awaiting the answer to the prayers sent up to the God, who, n times past had led it through troubled waters and established it upon a sure foundation.

The week has been a terribly trying one in all departments of life and business. Since the attack upon our beloved President there has been an unceasing strain upon the people throughout the land. From a business standpoint, it would not have been surprising if a marked depression or even a panic had been created in the financial market, but when it was seen in what self-control people were holding themselves, it was soon realized that there was no danger of a panic, and the financial centres on both sides of the water have been spared a disastrous week by the strength of character which has been displayed in these trying days by people of all classes. But there is a grander standpoint than any connected with

business from which this spectacle will be viewed by the world and the gratifying steadiness of business under the circumstances is but one of the many striking illustrations of the heroic calmness with which the great sorrow and anxiety have been borne.

All through the week a nation's thoughts have been drawn to the bedside of the wounded President, and with strong devotion and an earnest loyalty the people of all parties and of all sections, while moved as men are seldom moved, have mingled their love for their chosen representative with their reverence for Law and Duty, and standing steadfast in their sublime faith, have been drawn closer to him and strengthened in their manhood and patriotism. The grandeur of the spectacle is rendered supreme when to it is added the beautiful and affecting scene of the civilized nations of the earth uniting with the American people in reverent supplication to the Ruler of the universe that the life of our President may be spared. This test of the Republic is the test also of men's religion, and the glorious truth is shown by it that men and States and Principalities meet on a common footing before Him who holds their destinies in His hands, and by the might of its faith in whom the heart of our country is supported in the hour of its trial, as have been so many human hearts in all lands and in all generations.

Inventions.

The Milwaukee Republican and News describes as follows a new freight car for the transportation of grain, which has been exhibited recently in Milwaukee. "It consists, of four hollow cylinders made of iron and steel, 8½ feet long and 6 feet in diameter inside. These cylinder wheels can be loaded from the top or side, and with proper elevator facilities can be loaded or unloaded more easily and quickly than an ordinary car. The cylinders are perforated with minute holes that admit of a circulation of air through the grain, thus drying wet grain, or preventing it from heating while in transit. The car has a capacity for fully 1,000 bushels of grain, while the maximum load of the ordinary car is 400 bushels. Scientists have long been aware that the power required to roll a given load is only one-seventh of that required to move it when supported on axles. This car is an effort to apply this principle to the transportation of grain."

The Government engineers have been testing a new and effective weapon of naval warfare called the Lay-Haight Torpedo, which the Philadelphia Ledger thus describes "It is a boat built in three compartments. The first contains the explosive material, the second the carbonic acid gas which, by expansion drives the propelling engine, and the third the steering apparatus, worked by electricity through a single wire from the directing station, whether on shore or on shipboard. The boat can be driven through the water at the rate of about twelve miles an hour, and can easily be sent out a mile or more from the station, The electrical apparatus operates by variations in the strength of the current, and can be made to stop the boat or guide it to port or starboard, or the current can be employed to fire the torpedo. The Lay-Haight boat is a great improvement on its predecessors of the same type, being lighter, simpler in mechanism and capable of traveling at a greater speed. The experimental boat weighs 1600 pounds, and is twenty-three feet long."

Organization.

Articles of incorporation have been filed at Albany, N. Y., by John Roach and others, of the New York and Cuba Mail Steamship Company. Capital stock, $2,000,000.

The Iowa Northwestern Railway Company, with headquarters at Algona, has been incorporated. The object is the construction of a railroad across the State. The capital is fixed at $5,000,000, and Peter Meyer, S. R. Williams and H. Durand are the incorporators.

A charter was filed at Austin, Texas, on the 2d inst. for a railroad from Marshall to Sabine Pass, to be known as the Sabine Pass and Texas and Northern Railway. At a meeting of the incorporators H. W. Twombly, of New York, was elected president, and C. M. Raquet, of Marshall, vice-president.

The following board of directors have been elected by the Oregon Transcontinental company: Henry Villard. T. F. Oakes, Wm. Endicott, Jr., Horace Porter, C. F. Woerishoffer, Edward F. Adams, Richard R. Fay, J. N. Dolph, C. H. Prescott, R. Koehler, P. Schultze, Henry Failing and Geo. J. Ainsworth.

Articles of incorporation of the Mississippi and Western Railway Company have been filed at Des Moines, Iowa. It is the intention of the company to build one or more lines of railway from the Mississippi river westward, with branches. The articles of incorporation authorize the company to construct and use barges and boats for transportation.

The Albert (N. B.) Railway has been purchased from A. E. Killam, by the directors of the Maritime Bank, who have organized themselves into a company and elected the following directors: James L. Dunn, J. A. Wheaton, M. B. Palmer, George McKean and R. T. Clinch. Mr. Clinch was chosen president and Mr. Dunn vice president. Under very economical management it is stated that the road last year paid more than working expenses.

The subscribers to the stock of the Fort Worth and Rio Grande, the proposed narrow gauge to connect with the Texas and St. Louis, have elected the following board of directors for the ensuing year: J. H. Brown, W. Y. Lake, S. W. Lomax, W. J. Boaz, T. A. Tidball, Sidney Martin, W. H. Davis and L. N. Brunswig. The 5 per cent required by law has been paid in and application for a charter has been forwarded to Austin.

Articles of incorporation of the Fort Wayne and Southeastern Railway Company, with a capital stock of $600,000, have been filed with the Secretary of State of Indiana. The line of the proposed road will be from the dividing line of Ohio and Indiana, in Mercer and Paulding counties, to Fort Wayne, in Allen county, and will be thirty-two miles in length. The directors of the company are L. M. Ninde, Montgomery Hamilton, A. C. Trentman, George Dewald, Frederick Beach, D. S. Kell and Charles McCulloch.

Articles of incorporation were filed on the 2d inst., at Peoria, Ills., of the State Line Railway Company, which provide that the road shall be constructed from a point in Iroquois County, on the line between the States of Illinois and Indiana, then extending westward through the counties of Iroquois, Ford, McLean, Tazewell, Peoria, Fulton, Knox, Warren and Henderson, to a point on the western boundary of the State, about opposite the city of Burlington. The capital stock will be $1,800,000, divided into 18,000 shares of $100 each. The incorporators are as follows: John L. Beveridge, Eugene Ellery, David B. Dewey, Robert Kendall, of Evanston, and A. Schrader, of Chicago, who are to constitute the first Board of Directors.

The Texas and St. Louis Railway Company filed, on the 29th of June, in the office of the Secretary of State of Texas, amended articles of incorporation which invest the company with the right of constructing a line of railway, single or double track, west of Waco, through the counties of McLellan, Corryell, Lampasas, Burnet, Llano, Gillespie, Blanco, Kerr, Kendall, Barjdera, Uvalde, Seavilla, Dunmett and Webb, to a point on the Rio Grande at or near Laredo; also, a branch from some point on the Rio Grande at or near Eagle Pass; also, a branch from some point in Titus County to a junction with the Denver and Rio Grande Railroad in New Mexico; also, a branch from some point in Titus County to the city of Dallas.

Articles of consolidation have been filed in the office of the Secretary of State of Missouri of the St. Louis, Arkansas and Texas Railway of Missouri, the St. Louis, Arkansas and Texas Railway of Arkansas, and the Missouri, Arkansas and Southern Railway of Arkansas, to be hereafter known as the St. Louis, Arkansas and Texas Railway Company. C. W. Rogers and Alex. Douglas, of St. Louis; D. H. Nichols and John O'Day, of Springfield, Mo.; B. R. Davidson and J. H. Van House, of Fayetteville, Ark.; E. P. Watson, of Bentonville, Ark.; J. A. C. Blackburn, of Rogers, Ark., and Peter Van Winkle, of War Eagle, Ark., are the directors of the new company. The officers are: C. W. Rogers, of St. Louis, president; John O'Day, of Springfield, vice-president; F. W. Lillie, treasurer and secretary, and Alex. Dougherty, assistant secretary. The consolidation took place June 10, and the entire length of the road as consolidated is about 135 miles. It will run from Plymouth Station, about four miles east of Peirce City, southwardly through Barry County, Mo., and through Washington and Benton counties, Ark., southwesterly to Fayetteville, and from thence southwardly to Fort Smith, Ark.

Manufacturing.

The Gilbert and Bush Car Company, Buffalo, are making 200 box cars adapted for carrying lumber, for the Northern Pacific Railroad Company.

Open "observation" cars are being built at the Altoona shops of the Pennsylvania Railroad. One of these cars is to be attached to each passenger train going over the Alleghenies, to afford the passengers good opportunities for viewing the scenery.

The leading locomotive works of the country are full of orders, and in several cases have orders ahead sufficient to keep them running to their fullest capacity to the first of January. Business at the car shops generally is proportionately active, and likely to remain so for many months.

A plan is under way for erecting new locomotive works at Rome, N. Y. The stock of the company it was thought would be $150,000, but the idea was changed and the stock made $200,000, $100,000 of which it is said was immediately subscribed and the balance guaranteed. It is expected that work upon the building will be commenced at once.

The German railroad union has adopted the following tests to determine whether steel rails are strong enough for use: A rail placed on two supports, one metre apart, must bear a load of twenty tons for several hours, without permanent flexture. In like position it must bear without breaking, two strokes of the monkey of a pile driver, a weight of 500 kilogs, (1,100 lbs.). falling 4 metres (13 ft.), and, without any injury, a fall of the monkey 2.50m. (5 ft). The rail must be capable of being bent in the cold state either

way to the extent of 50mm. (3 in.), without showing cracks or fissures. It must be capable of bearing a curvature 52. 5mm. in 3 metres of length (0.9 in. in 9 ft. 10 in.)—[The Manufacturer and Industrial Gazette.

Personal.

F. L. Parker, formerly traffic manager of the Fitchburg Railroad, has taken a position in the Atchison, Topeka and Santa Fe Railroad.

William H. Vanderbilt is said to be the largest individual holder of registered four per cent Government bonds, the market value of those held by him being estimated at $66,000,000.

General Eckert, manager of the Western Union Telegraph Company, says that the 110 wires between New York and Philadelphia are more than the number between any other two points in the world.

R M. Pringle has been appointed superintendent of the machinery department of the Cairo and St. Louis Railroad, succeeding G. W. Prescott recently resigned.

It is announced that D. W. Caldwell, general manager of the Panhandle route, will succeed J. D. Layng of the Pennsylvania Company's lines, S. M. Felton to take Mr. Caldwell's place on the Panhandle route.

James Starley, who has just died in England was an inventor of considerable note, among his widest known inventions being that of the bicycle and tricycle.

Ezra B. Bowen of the well-known Philadelphia banking house of Bowen & Fox has retired from active business life. The two members of the old firm have been partners in business on Third street, Philadelphia, for the past quarter of a century.

Col. Fred Grant is in Chicago working for the interests of the Texas Western Railroad, of which he is president. It is expected that as soon as the surveyors have finished their work on three hundred miles of the proposed route, the work of construction will be rapidly pushed.

Wm. Inman, of the Inman line of steamships, whose death has just been announced from Liverpool, England, was one of the first men to adopt the screw and the compound engine for use on ocean vessels. He was also among the first to appreciate the necessity of providing measures for the cheap, quick and comfortable transportation of immigrants, and to put such measures into practical use.

Henry Cartwright, a civil engineer of note and one of the projectors of the Hoosac Tunnel, was thrown from a tramway car at Bell's Gap, on the Pennsylvania Railroad, on Thursday of last week, and died in the evening of that day from the injuries received. He was a prominent resident of Philadelphia, and president of the Peansylvania Gas Coal Company. He was about fifty-eight years of age and leaves a wife and two children.

Dr. Agnew of Philadelphia, one of the physicians summoned to Washington to a consultation with other medical men as to President Garfield's condition, was carried to Washington on a special train that made remarkable time. He left Philadelphia at 11.50 P. M. on Sunday. The run was made from that city to Bayview Junction in 96 minutes, and from Bayview to Washington in 46 minutes; total time 2 hours and 22 minutes. The limited express makes the journey in 3½ hours and the ordinary train in from 3½ to 4½ hours.

J. S. Coleman, the recently appointed commissioner who stands at the head of the street cleaning department of this city, has been prominently identified with the construction of several important tunnels and railroads. In an interesting sketch of his career. The Hour says: "Mr. Coleman received his education in an Albany school. He entered active business life at an early day and took naturally to contracting. He commenced his career on railroad work, to which he has mainly adhered up to the present time, and soon made himself familiar with prices and measurements, so that he could estimate as closely and as reliably as many men of far longer experience. His activity, determination and capacity for handling men made him popular with the heavy contractors of the day, and he became well known as a sub-contractor. The principal railroads in the construction of which Mr. Coleman has been concerned are the Lehigh Valley, the Morris and Essex, the Delaware and Lackawanna, the New York and Freehold and the Texas Pacific. He was a contractor for the building of the Fourth Avenue Tunnel, was associated with General Fitz-John Porter in the erection of the New Jersey Lunatic Asylum and is now one of the contractors for the construction of the Weehawken Tunnel in connection with the West Side Hudson River Railroad. The large firms with which he has been and is connected are those of Smith & Ripley and Sidney P. Dillon, Clyde & Co."

Interest and Dividends.

The East Mahanoy Railroad Company have declared a dividend of $1 50 per share, payable July 15.

The Cheshire Railroad Company have declared a dividend of $1 50 per share on preferred stock, payable July 20.

The Fort Wayne and Jackson Railroad Company have declared a 2½ per cent dividend on preferred stock, payable July 11.

The Receivers of the Philadelphia and Reading Railroad announce a dividend of $1 50 per share on East Pennsylvania Railroad stock, payable July 19.

The directors of the Panama Railroad Company have declared a dividend of $24 26 per share, payable August 1 to stockholders of record June 30. The transfer books will be re-opened on the 3d of August.

The Louisville and Nashville Railroad Company have declared a semi-annual dividend of 3 per cent, payable August 1. Transfer books will be closed July 21 and reopened August 5.

The Camden and Burlington County Railroad Company have declared a semi-annual dividend of 3 per cent, payable at the office of the Pennsylvania Railroad Co., Philadelphia, on the 1st of July.

The Central Ohio Railroad Company have declared a dividend of 3 per cent for six months ended 31st May last, on both the preferred and common stock. The dividend will be paid on the 20th instant at the office of the treasurer of the Baltimore and Ohio Railroad Company, Camden Station, Baltimore.

The directors of the Hannibal and St. Joseph Railroad Company have declared a dividend of 3½ per cent on its preferred stock, payable at the office of the company, 78 Broadway, New York, on the 1st of August. The transfer books will be closed on the 9th of July, and re-opened on the 4th of August.

Railroad Earnings.

The earnings of the Chicago and Grand Trunk Railway for week ending June 25 were $28,273, corresponding week last year $28,913.

Earnings of the St. Louis and San Francisco Railway fourth week in June, $71,700, corresponding week last year $48,400; from June 1 to June 30, $1,460,900, corresponding last year, $1,116,600.

The Denver and Rio Grande Railway Co. report the following approximate and comparative earnings; Fourth week of June $169,030, corresponding week last year $98,297; month of June $584,230, June 1880, $295,455; miles now operated 776, operated last year 505; gross earnings June 1 to July 1 $2,555,759 65, corresponding period last year $1,066,828 09, increase $1,488,931 56: average miles operated 1881, 626; operated 1880, 361; percentage increased earnings 139; percentage increased mileage 73.

Earnings of the Louisville and Nashville Railroad fourth week in June, $227,200, corresponding week last year $206,300; June 1 to June 30 $5,425,749, corresponding week last year $3,709,915.

Fireless Locomotives.

A paper was recently read by M. Leon Francq, before the French Association for the Advancement of Science, on improvements in fireless locomotives from which the Scientific American compiles the following description. The locomotive is provided with a tank containing water at a sufficiently high temperature (203° Cent., equal to 397° Fahr.) to produce the necessary quantity of steam for the journey. The water is heated at the starting point by means of a jet of steam at high pressure produced by a stationary boiler. As the boiling point increases with the pressure, it follows that, in a closed vessel, the greater the heat the higher the pressure attained. If the heating be effected by a jet of steam, as in the present case, the steam fills the space above the surface of the water, at the same time increasing the pressure. To apply this principle it is sufficient that the tank stand a pressure of from two to fifteen atmospheres (30 to 225 pounds per square inch). The steam from the stationary boiler fills three parts of the receiver and agitates the water sufficiently to distribute the heat uniformly. When an equilibrium of pressure between the boiler and the receiver is attained the cocks are turned off. The locomotive is then in running order, ebullition taking place directly communication is opened between the tank and the cylinders.

In practice the initial temperature may attain 200° Cent. 392° Fahr.), which corresponds to fifteen atmospheres or 225 lbs. per square in. The final pressure must be sufficient to take the train up the steepest gradient to be encountered. The tank or receiver is made of steel plates, and may contain over 1,800 liters (396 gallons). After leaving the receiver the steam passes into an intermediate chamber, which allows the steam to expand so as to enter the cylinders at a uniform pressure, independent of that in the tank or receiver. The exhaust steam is not utilized as in the ordinary locomotive, because there is no fire to urge, but escapes into an air condenser which is a closed cylindrical vessel traversed by more than 600 tubes open at both ends. The water of condensation passes into a tank, whence it is afterward withdrawn as feed water. The diameter of the cylinders is 23 centimeters (9 inches), and the length of stroke 25 centimeters (9⅞ inches), the working parts not differing from those of ordinary engines. The weight of the engine running light is 6¾ tons; and the tractive power is from 343 kilos (6¾ cwt.) to 1,031 kilos (1 ton), according to the pressure. In the event of an unusual resistance being encountered on the road it is sufficient to act, by a rod and lever, on the intermediate or equalizing chamber, so as to give a temporary increase of pressure on the pistons. At a

speed of 12 kilometers (7½ miles) an hour, the wheels, which are 75 centimers (1 foot 5½ inches) in diameter, make 86 revolutions a minute. With a stationary boiler of about 50 square meters (538 square feet) of heating surface, a working pressure may be maintained in the locomotive for seventeen or eighteen minutes. The consumption of fuel is found by experiment to be less for a given duty than is the case of ordinary locomotives. In a line of 10 kilometers (over 6 miles), the working expenses, including repairs and depreciation of stock, amounted to 45½ centimes per kilometer—say 7d. a mile run.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending June 25, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad..	105,876	3,929,218	3,649,751
Schuylkill Canal....	20,085	173,350	183,945
Lehigh Valley.....	72,906	2,925,264	2,808,079
Del., Lack. & Western.	70,616	1,864,641	1,556,728
Shamokin Valley....	21,393	484,905	363,656
Central New Jersey.	....	1,795,545	1,494,617
United R. R. of New Jersey.....	22,592	710 535	470,711
Pennsylvania Coal ..	19,904	550,468	449,630
Delaware and Hudson	50,885	1,567,255	1,389,844
Huntingdon & Broad Top Mt.....	12,244	228,962	232,957
Penn. and New York.	27,200	759,818	614,303
Clearfield, Pa.....	51,834	1,135,699	660,637

The total tonnage of anthracite coal from all the regions for the week ending June 25, as reported by the several carrying companies, amounted to 419,739 tons, against 399,278 tons in the corresponding week last year, an increase of 29,461 tons. The total amount of anthracite mined for the year is 12,024,615 tons, against 9,979,100 tons for the same period last year, an increase of 2,045,515 tons. The quantity of bituminous coal sent to market for the week amounted to 106,009 tons, against 94 651 tons in corresponding week last year, an increase of 11,358 tons. The total amount of bituminous mined for the year is 2,295,892 tons, against 1,931,600 tons for the corresponding period last year an increase of 364,292 tons. The total tonnage of all kinds of coal for the week is 525,748 tons, against 493,929 tons in corresponding week last year, an increase of 31,819 tons, and the total tonnage for the coal year is 14,320,507 tons, against 11,910,700 tons to same date last year, an increase of 2,409,807 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending June 25 was 158 354 tons, of which 126,939 tons were coal and 31,415 tons coke. The total tonnage for the year thus far has been 4,241,670 tons, of which 3,048,078 tons were coal and 1,193,592 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended June 25 were 47,522 tons, and for the year to that date 902,446 tons, a decrease of 82,633 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week 24,932 tons; year, 640,768 tons; a decrease as compared with last year. Chesapeake and Ohio Canal—week, 14,081 tons; year, 159,206 tons; decrease compared with 1880, 62,438 tons. Pennsylvania Railroad—week, 8,497 tons; year, 102,307 tons; decrease compared with 1880, 9,901 tons. The Coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad—week, 43,167 tons; year, 848,338 tons. Baltimore and Ohio Railroad—week, 87 tons; year, 33,159 tons. George's Creek and Cumberland Railroad—week, 4,219 tons; year, 18,678 tons. The Reading Railroad tonnage for last week, ending July 2, was 199,000 tons, of which 61,000 tons were sent to and 53,000 tons shipped from Port Richmond, and 13,500 tons sent to and 7,800 tons shipped from Elizabethport.—[Phila. Ledger, July 5.

Culm for Fuel.

The Pottsville Miners' Journal says that dwellers in as well as visitors to the coal region have often wondered if the vast deposits of culm, or coal dirt, which disfigure the face of nature wherever Anthracite coal is mined, could not be worked into fuel which would at once be cheap in price while possessing all other necessary advantages, and then adds:

Various plans for the accomplishment of such a result have been tried but with small measure of success. That culm will ultimately be of much greater value than it now appears to be is generally believed and that no great effort in this direction has been made is ascribed to the low price of the product from which it comes. Some time ago Col. John E. Wynkoop leased a large number of culm deposits, all owned by private operators. The Philadelphia and Reading Company refused to lease theirs. Col. Wynkoop found that a number of large manufacturing establishments in Philadelphia and New York could advantageously use fuel of finer grade, that is smaller in size than the coal generally carried to market. In Philadelphia a number of oil refineries instead of wasting refuse matter as heretofore mix it with culm, and the compound has been found to answer the purpose of fuel with a marked degree of success. Culm which had been exposed to the action of the atmosphere was found to be greatly inferior to the article when brought fresh from the mine, and the latter is all that Col. Wynkoop is now shipping to market. The margin on the article is small, and for this reason as much of it as it is possible to obtain is taken from collieries located within a short distance of the Schuylkill canal by which it is taken both to Philadelphia and New York. It is burnt in furnaces furnished with perforated plates instead of bars with blowers of such power that the mass is kept almost continually in motion. The industry is yet young, but is gradually increasing in volume and Col. Wynkoop feels confident of establishing a large and consequently lucrative business within a reasonable time.

Railroad Law.

STEPPING FROM A CAR IN MOTION.

President Judge Thayer, of Court of Common Pleas No. 4, has just refused to take off the nonsuit entered in the case of Joshua Hagan vs. the Philadelphia and Gray's Ferry Railroad Company. Mr. Hagan, a man of over 70 years of age, was a passenger on a car of the Spruce and Pine Streets Company on September 30, 1880, and was injured while stepping from the vehicle. On the trial of the case Judge Thayer non-suited the plaintiff, holding that he should have stayed on the car, and, if it was not stopped when requested, then sued the company for the inconvenience and loss of time sustained; but that if he chose to jump off he did so at his own risk. In refusing to take off the non-suit Judge Thayer in the course of his opinion said:

"The plaintiff, being a passenger in a street car, requested the conductor to stop the car at a particular point. His request not being immediately complied with, he leaped from the car and was injured. That this was an act of contributory negligence does not appear to us to admit of doubt. The defendant's conductor was undoubtedly guilty of negligence in not stopping the car immediately upon being requested to do so, but that did not compel the plaintiff to subject either himself or the company to the risk of jumping from their car while it was in motion. The plaintiff was a man of mature years, and must be presumed to have been acquainted with the danger he encountered in getting off, and to have taken the risk upon himself. No urgent necessity required him to get off at that particular time and place, nor was there the least evidence that he acted under any excitement, agitation or confusion of mind. The inconvenience to which he was subjected by being carried a few rods further than he desired to be carried was very slight, and the car actually stopped at a very short distance beyond the point at which he jumped off. Under these circumstances the Judge who tried the cause did not think himself justified in leaving it to the jury to find damages for an injury which was due mainly to the plaintiff's own negligence. It would be an unjust and pernicious rule to establish that a passenger is justified in leaping from a street car because the car is not immediately stopped upon his request. Such a rule would be alike dangerous to passengers and carriers, for it would offer an inducement and temptation to carelessness and imprudence. The neglect of the conductor in not stopping the car immediately can scarcely be considered a justification for incurring the hazard of getting off while the car is in motion, especially in a case when it does not appear that he would have suffered any damage or even serious inconvenience by waiting a few moments. Rule discharged.—[Philadelphia Record.

An engineer corps is now at work preparing to lay a track of the Pennsylvania Railroad outside the city of Lancaster, Pa., just bordering its northern limits. The new road will be built from what is known as the "Big Bridge" across the Conestoga, east of the city, to Dillerville on the west, and it will lop off a full mile of distance. When the new track is completed, all the through passenger trains will pass over it instead of over the old route leading through a central portion of the city, and oil freight, except local freights, will also be carried over it.

The Providence Journal states that engineers of the New York and New England Railroad have begun the survey of a route for the extension of the Rhode Island and Massachusetts Railroad from Valley Falls into that city. It is proposed to cross the Blackstone River near the iron works at Valley Falls.

The grading on the Canadian Pacific Railway is completed continuously from the Portage to the Sand Hills—about 45 miles from Brandon; but the interval between the Sand Hills and Brandon is dotted with graders' camps, small parties being scattered along the way. Fourteen miles are graded west of Brandon.

An official return states that of the 967 blast furnaces in Great Britain only 556 are in operation, and that preparations are making to reduce the production of iron at Cleveland and in the

Durham district to the extent of nearly 1,000 tons weekly.

The Production of Wheat and Corn.

According to the census returns the production of wheat and corn for the entire country in the year 1870 was 1,048,690,175 bushels; and for the year 1880, 2,332,697,681 bushels—showing an increase during the decade of 1,284,007,506 bushels. The increase in the other products was in similar proportion. The comparative tables which follow show the increase as to the wheat and corn in the States named, which are the principal cereal-producing States of the country. Illinois and Indiana nearly doubled their wheat production. Iowa very nearly quadrupled hers. Wisconsin suffered a loss of about 1,000,000 bushels. Minnesota nearly doubled. The increase in Kansas was eight-fold, and in Nebraska six-fold, and in Colorado seven-fold. A like increase is shown in the corn crop. The product in Illinois in 1880 was nearly three times as great as in 1870. Iowa's increase was four-fold. The following tables show these results more in detail:

	1870. Wheat.	1880. Wheat.
Ohio	27,282,159	46,014,868
Indiana	27,747,222	47,280,989
Illinois	30,128,405	51,136,455
Michigan	16,265,778	35,537,097
Iowa	29,435,692	81,177,225
Wisconsin	25,605,344	24,884,689
Minnesota	18,866,073	34,625,657
Missouri	14,315,026	24,971,727
Kansas	2,591,198	17,324,141
Nebraska	2,125,086	13,846,742
Colorado	258,474	1,475,559
Dakota	170,662	3,018,354
Montana	180,184	469,638
Wyoming	.....	4,762
Idaho	75,650	540,564
Utah	558,473	1,167,268
New Mexico	352,822	708,788
Arizona	27,052	189,527
Washington	217,043	1,921,882
Nevada	228,866	70,404
Oregon	2,340,746	7,486,492
California	16,667,702	28,787,432
Total	199,249,552	372,647,511

	1870. Corn. Bushels.	1880. Corn. Bushels.
Ohio	67,501,144	112,681,046
Indiana	51,094,538	117,121,915
Illinois	129,921,895	327,796,895
Michigan	14,086,238	36,844,229
Iowa	68,935,065	276,093,295
Wisconsin	15,038,998	35,991,464
Minnesota	4,743,117	14,979,744
Missouri	66,034,075	203,464,620
Kansas	17,025,525	106,791,482
Nebraska	4,736,710	65,785,572
Colorado	231,903	455,988
Dakota	133,140	2,078,089
Montana	320	578
Wyoming	.....	65
Idaho	5,750	16,408
Utah	95,557	164,244
New Mexico	640,823	650,954
Arizona	32,041	36,246
Washington	21,781	39,906
Nevada	9,660	12,891
Oregon	72,138	127,675
California	1,221,222	2,050,207
Total	441,880,624	1,303,188,529

A new railroad, to be called the New Mexico and Southern, is projected with Socorro as a starting point. The direction will be southwest to Magdalena, Monica, Ojo Caliente, Chloride City, thence to the gulf.

Mexican Railway Subsidies.

The Mexico "Two Republics" of a late date gives a list of all the grants and subsidies that the Mexican government has assumed from August 1877 to 1881, which embraces all the "live" grants. There are 43 in number, the most important of which are:

That to the Central International and Interoceanic company of Boston; length, 2,485 kilometres (a kilometre is about half a mile); completed 54 kilometres, nearly ready 24 miles; subvention $23,182,500 or $9,500 per kilometre.

Mexican National Construction company (Sullivan and Palmer road); length 1,043 to the frontier, 915 to the Pacific; subvention $7,000 per kilometre to the Pacific, $6,500 per kilometre to the United States. Total subvention, $13,184,500.

Sonora Railroad company; length 467 kilometres; subvention, $3,199,000.

Patzcuaro to th Pacific; 347 kilometres; subvention, $2,736,000.

San Luis Potosi to the Mexican Central at Aguascalientes; 150 kilometres, $1,200,000.

Culiacan to Altata and Durango; 169 kilometres, $3,520,000.

Anton Lizardo to Huertuico and Puerto Angel; 450 kilometres, $3,600,000.

Patzcuaro to Morelia and Salamanca; 350 kilometres, $1,352,000.

Chihuahua to Villa del Paso or Villa Ojinaga; 350 kilometres, $2,800,000.

City of Mexico to Acapulco, 453 kilometres, $3,720,000.

Matamoros to Monterey, 400 kilometres, $3,200,000.

Tehauntepec railroad, $1,500,000.

City of Mexico to Amacuzac, 395 kilometres, $3,160,000.

Zacatecas to San Luis, Agnascalientes and Lagos, 440 kilometres, $3,854,000.

Vera Cruz to Alvarado, 130 kilometres, $1,056,000.

Tehuacan to Puerto Angel, 519 kilometres, $4,152,000.

Lagos and Guadalajara to San Blas, 737 kilometres, $5,896,000.

San Luis Potosi to Tantoyquito, 209 kilometres, $1,672,000.

Salamanca to the Pacific coast, 660 kilometres, $5,280,000.

These are the main grants, but it is not at all likely that many of these roads will ever be built or the government be called on to pay the subsidies promised them. The total mileage of the road having subventions is 3,284 kilometres, but only 369 kilometres of them have been built. Twenty-two of the lines have not built a foot of road, and eight of them have built less than ten kilometres each. It will thus be seen that Mexico has really assumed responsibility only for a few roads, and will not become liable for over $40,000,000 or $50,000,000, which debt will extend over a long series of years. A greater portion of it will not become due before ten years, by which time, what with the development and progress made in that country—thanks to American energy—it will very easily be met and paid.

The Pennsylvania Railroad System.

A statistical report has recently been issued by the Pennsylvania Railroad Company giving a list of the railroads, canals and ferries owned, leased, operated and controlled by the corporation up to December 30, 1880. The Philadelphia Inquirer quotes from the report and gives an interesting description of the great Pennsylvania system of railroads as follows:

"Fifteen distinct lines are owned by the company, two of which, the Philadelphia and Columbia and the Pennsylvania railroad, from Harrisburg west, are traversed by passengers from this city to Pittsburg. Of the others, the more important are the York branch from Columbia, the Tyrone branch to Bald Eagle valley and the Hollidaysburg branch from Altoona, from the further terminus of which extend the Williamsburg and the Momson's Cove branch, the latter to Henrietta and Martinsburg. The leased lines number forty-one. Among them one ferry across the Hudson, the Delaware and Raritan canal, and bridges over the Delaware at Trenton; over the Susquehanna at Lewisburg and over the Juniata at Lewistown, leaving thirty-six railroad lines leased for extended terms, and connecting Philadelphia directly with scores of points throughout a vast area of Pennsylvania and New Jersey.

In addition to these twenty-seven other lines are either operated or controlled by the corporation, making a total of 8,279 79-100 miles, of which 70½ are in New York, 593.18 in New Jersey, 2,372.55 in Pennsylvania, 5.44 in Delaware, 180.91 in Maryland, 8.18 in the District of Columbia, 37.23 in Virginia and 11.80 in West Virginia. The miles of track are, of course, in excess of the actual number of miles traversed, numbering 4,779.69. At the other end of the state there is an entirely new system of roads leased, operated and controlled by this colossal corporation through the organization designated as the Pennsylvania Company. In this category are twelve lines leased by that company; nine controlled by ownership of stock, but operated under their own, or under lease to other organizations.

A still further addition must be made to include the three lines owned wholly or in part by the Pittsburg, Cincinnati and St. Louis railway and the sixteen lines operated by that company under lease to the Pennsylvania Company; the four divisions of the Columbus, Chicago and Indiana Central railway operated under agreement or otherwise; and the four others in which the Pennsylvania Company has a working interest, making forty-eight in all, traversing 3,563.92 miles of country—3,025.16 in main lines and 538.76 in the branches—penetrating different portions of Pennsylvania for 230.55 miles, Ohio for 1,247.18, Indiana for 1,355.24, Illinois, 383.94, Michigan, 316.89, West Virginio 31.11 and Kentucky 3.01, the total number of miles of track being 3,781.11 in the main lines and 610.05 in the branches; or in all 4,391.16—a grand total of 9,170.85 miles of track under control of the Pennsylvania Railroad Company, as owners or lessees, to which must be added the 400 miles recently acquired in Delaware and Maryland by the purchase of the Philadelphia, Wilmington and Baltimore road, which had not been annexed when the report was compiled."

Engineers are surveying a line for a branch of the Intercolonial Railway from Oxford station to Oxford village, on the east side of River Philip, N. S. The distance is three miles, and the line is to be run in a convenient direction for extension to Pugwash on the Northumberland Straits at a future time.

The Cairo and St. Louis Railroad is to be sold by order of the court on the 14th of July, at Springfield, Illinois.

The Northern Pacific Railroad was completed to Spokane Falls, W. T. on the 25 ult.

The track of the Southern Pacific Railroad is now laid twenty-two miles east of El Paso, Tex.

The Fort Wayne and Muncie (Indiana) Railroad is to be sold on the 13th of July.

The contruction of a railway between Tsurga and Kashua, Japan, is to be begun immediately.

Nearly 3,000 men are working on the extension of the Union Pacific from Granger to Boise City.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala.& Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1862	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D.&H.Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1864	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.).	6,986,800	7	" "	Pittsburg.	1894	....
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F.M. A. & N.	New York.	1905	....
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,116,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,580	7*	" "	"	1903	....
Construction Notes	78,000	7	Jan. & July.	"	1884	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	...	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	.....	Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1897	....
1st Mortgage preferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	...
1st Mortgage, extended	157,000	7	" "	" "	1887	...
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	664,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,500	6	" "	" "	'96-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	969,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bonds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley:						
General Mortgage	400,000		Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'55	1,710,000		April & Oct.	Baltimore.	1885	....
Loan of 1855-'90 (Balt.) skg fd.	2,833,520	6*	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	2,882,956	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'90	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to State of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold. S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A.& T.H.	1,068,000	8	ril & Oct .	New York.	1896	....
Belvidere Delaware:						
1st Mortgage } guar by C. &	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage } A. Co. and	499,500	6	March & Sept.	"	1885	....
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	...
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	1,133,000	7	Jan. & July.	Boston.	1885	....
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,000	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1896	....
Equipment Notes	870,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,874,500	6a7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W.&B.Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $2,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1832	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B.& Q.):						
Bonds convertible until 1882	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch).	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I.M.&S.):						
1st Mort., gold (Coup. or Reg.).	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy (U. Cos. of N.J.)						
Loan of 1883	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	...
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	...
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'89	..
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo.Riv. (C&N W):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (18 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy.	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	...
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct.	" "	....	....
Central of L. I. (Flush., N.S.& C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1900	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,000,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens.	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,500,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	3,000,000	6*	" "	New York.	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.).	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 530 000	6*	" "	" "	1890	....
Income bonds,'Sinking Fund ..	3,285,000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76-'89	....
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	....
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	....
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,900	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold "A"	2,000,000	6*	April & Oct.	" "	1908	....
1st Mort. gold "B"	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80-'96	....
Chicago and Alton:						
1st Mortgage	2,363,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds. ..	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund...	394,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	858,475	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ga. G'd Junc.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)....	714,349	7	December.	" "	1907	....
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,600,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1909	....
1st Mort. (Dav. & N. W.)	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division). .	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	2,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.)	675,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsular)	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1885	....
Chic. and N. Western (continued):						
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	....
Sinking Fund Bonds of 1879 ...	6,440,000	5-6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1887	....
1st Mortgage (Chic. & Mil.).....	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar.	2,910,000	7	Jan. & July.	New York.	1887	....
2d Mortgage, guar.	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.	.....	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000....	3,468,000	7	May & Nov	New York.	1897	....
2d Mortgage for $8,000,000.....	7,258,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage	1,996,000	8	Feb. & Aug.	" "	1886	....
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar.	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3,000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati,Ham.&Ind.(C.,H.&D.):						
1st Mortgage, guar.	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar.	1,545,800	7	Jan. and July.	" "	'82-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf.) ..	2,379,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds, reg. (do.)	187,000	10	March & Sept.	" "	1885	....
1st Mort. (Indianap. & Cin.)'68	1,600,000	7	April & Oct.	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82-'92	....
1st Mort. (Cin., Laf and Chi.)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.):						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1899	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	" "	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'75-'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.)	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1905	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar.	1,096,000	6	" "	" "	1892	....
Consol. sinking fund guar.	2,561,000	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1 595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.)	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new	1,297,000	7	Jan. & July.	"	1907	....
1st Mort.(Sylvia and Black Riv.	160,000	7	May & Nov.	"	1893	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	$600,000	6	June & Dec.	Philadelphia.	1893	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	...	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1908	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	...	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	" "	'95–'96	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86–'90	....
1st Mort. (Col. and Ind. Cent.)	2,682,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July	" "	1883	....
1st Mort. (Tol., Logansp't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	....
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00–'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	...
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81–'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar.	650,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1881	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext. (Lack. & Bloomsburg)	370,000	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1,040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	5	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1888	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage	924,000	7	Feb. & Aug	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1883	....
1st Mortgage 2d division	580,000	7	" "	" "	1894	....
Dubuque and Dakota:						
1st Mortgage, gold, guar.	$550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82–'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80–'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,430	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N. Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & W						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	255,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1,722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1888	...
1st Mort. (Bay C. & R. Sag.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg. fd. (H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold.	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1908	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio.						
1st Mortgage, gold, land grant	4,800,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	...
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80–'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90–'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar.	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newaygo & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	642,192	7	" "	"	'81-'86	...
Hannibal & Cent. Mo. (M. K. & T.):						
1st Mortgage	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage	3[illegible],000	7	" "	" "	1892	...
Hannibal & Naples (W., St. L. & P.):						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (Kansas City & Cam.)	1,200,000	10	Jan. & July.	" "	1892	....
Harrisb., Ports., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	...
Hartford and Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Holly, Wayne & Monroe (F. & P. M):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven.	'91-'98	...
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	...
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	....
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1898	....
Houston and Texas Central:						
1st Mortgage L. G, skg fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N. W. Div.)	969,000	7*	" "	" "	1903	....
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G. (M. & W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L. G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	...
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W., St. L. & P):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	....
2d Mortgage, Income	2,6[illegible]9,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money) gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M. & St. P.)						
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,090	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag. (Mich. Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L. S. & M. So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,382,000	7	April & Oct.	New York.	1906	
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						....
1st Mortgage	400,000	6	Jan. & July.	New York.	1890	
2d Mortgage	250,000	6	Feb. & Aug	" "	1896	....
						....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage	385,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	300,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L. S. & M. So.	340,000	8	Jan. & July.	New York.	1883	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L. S. & M. S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M. Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L. S. & M. S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8	.....	.....	....	....
New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	..
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Boston.	....	....
Mortgage on Branches	1,325,000	...	.....	"	....	....
Kansas City, Lawrence & So.:						
1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.)	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7	.....	"	1910	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,496,522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct.	Boston.	1907	..
Kansas City, St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1908	....
Kan. City, Top. & W. (A., T. & S. Fe):						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	...	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1896	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M. (3d D. 244.66 m. & 3,000,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (")gold	350,000	7*	March & Sept.	New York.	1886	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort. (Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	233,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,395,000	6	Various.	Boston.	'80-'92	....
Knoxville and Ohio:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)	327,000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension)	600,000	...	.....	" "	....	....
1st Mort. (Lafr., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct.	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S. F., Regist'd	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S. F., Coupon		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	..
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev., Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich. B. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1862	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	340,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600,000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000,000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered	6,000,000	7	March & Sept.	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage	1,492,000		Jan. & July.	Cincinnati.	1883	....
Street Connection Bonds	475,000		Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1906	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Skg. Fd	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,900	7	.....	" "	'81-'82	....
1st Mort. (Smithtown & Ft. Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $8,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6	.....	.....	....	....
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	....
Maine Central:						
Consolidated 1st Mortgage	3,903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756,880		Jan. & July.	"	1893	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portl.	1883	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farm'gton)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O.	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..	.....	" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,650,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	2,482,200	6	March & Sept.	"	1908	....
Mascawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,264,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant.	2,600,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,100,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7	.....	.....	....	....
Income Bonds conv., non-cum.	2,000,000	3	.....	.....	....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*	.....	.....	1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $800,000	556,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	3,500,000	5-6	April & Oct.	New York.	1916	....
Income Bonds, Class A and B	4,700,000	6	" "	" "	1916	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York	1895	....
1st Mort. (North'rn Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N. W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,001,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,316,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7-	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'04-'06	....
2d Mortgage, Income	7,571,553	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,575,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $39,000,000	.....	6*	May & Nov.	" "	1920	....
1st Mort. (Missouri River R. R.)	409,000	...	.....	.....	....	....
1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct	" "	1889	....
1st Mort. (St. L. and Lex.)	650,000	...	.....	.....	....	....
1st Mort. (Kan City and East.)	248,000	6	Jan. & July.	.....	1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000	...	.....	.....	....	....
1st Mort. (Lexington & Southern)	1,050,000	...	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	300,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga.	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr.	New York	Sinking fund.	....
Second Preferred Debentures	1,850,000	7		"		....
Third Preferred Debentures	600,000	7		"		....
Fourth Preferred Debentures	900,000	7	non-acc.	"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1893	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (McM. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1918	....
1st Mort. (Tenn & Pacific K. R)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1906	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	600,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	300, 00	7	May & Nov.	New Haven.	1888	....
3d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	r'	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260,000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1, 00,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,000	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	812,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000,000	6*	Jan. & July.	N. Y. & Phila.	1920	....

AMERCAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin.

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D.&H.C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B.&N.F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,200	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F.	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	....
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	....
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York	1900	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,656,000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,699,226	7*	" "	" "	1920	....
New 2d Consol. Mort., gold	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man.B.						
New York and New England:						
1st Mort., new for $10,000,000	6,468,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	8,000,000	6*	March & Sept.	New York.	1895	....
1st Mort., gold, Income, 1880	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1502	....
Leased Lines Rental Trust, 1873	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Petersb.—See AtlM&O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St.L., K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,980,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,569,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	....	....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	236,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	....	....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,525,000	7	....	....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6	....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept	" "	1919	....
Consol. Mort., l. g., gold, 1880	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N.W.):						
N1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H.& E.):						
1st Mortgage	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600 000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,915,000		" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	1,692,000	7	" "	"	1894	....
Plain Bonds	390,500	7	Various.	"	1881	....
Plain Bonds	500,000	6	June & Dec.	"	1895	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,950,500	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	300,000	7	March & Sept.	" "	906	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond.	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'86	....
Consolidated Mortgage, guar	338,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C.,B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	....	1910	....
2d Mortgage, Income, 1880	839,200	7	....	....	....	....
Panama:						
General Mort., stg (£1,000,000).	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar	500,000	7	....	....	....	....
Pennsylvania:						
General Mortgage }	19,999,760	6	Jan. & July.	Phil. or Lond.	19'0	....
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	28,201,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	5	June & Dec.	" "	1909	....
State lien for $7,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia.	'81-'90	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa.R.R.)	6,400,000	6	....	Philadelphia.	Dem	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1881	10,000,000	4½*	....	"	1921	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val. (C.R.I.& P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1893	....
Peoria Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	858,000	6	" "	" "	1920	....
1st Mort. (Evansville Division).	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments)	500 000	8	Jan. & July.	New York.	'79-'95	....
2d Mortgage	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia.	1897	....
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia.	1888	....
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,800 000	4-6	....	Philadelphia.	....	....
Loan of 1868, debenture	1,135,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg	134,400	7	" "	"	1882	....
Consol. Mort $ loan, coup. & reg.	10,649,000	7	June & Dec.	Philadelphia.	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond.	1911	....
Consol. M., gold $ or £, coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible	10,499,900	7	Jan. & July.	....	1896	....
Improvement Mort. Loan, S. F	9 364,000	6	April & Oct.	Phil. or Lond	1897	....
General Mort. s g. sinking fund	19,686,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1898	....
Income Mortgage of 1879	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,973	6	Jan. & July.	"	1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832,760	6*	" "	Phil. or Lond.	1882	....
Bonds for Banks Co. Railroad	5-6,000	3-6	May & Nov.	Philadelphia.	1893	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000	13,036,500	7	Various.	Lond. or Phil.	'92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg..	700,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872....	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875.....	800,000	6	" "	"	1900	....
Loan of 1880.....	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10 0.0,000	6,541,000	7	Feb. and Aug.	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,500,000	7	April & Oct.	"	1912	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)..	326,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	....
1st Mor gage (Series B).....	875,000	7	Feb. and Aug.	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I).	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct.	" "	1912	....
Construction Bonds.....	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage.....	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage...	1,583,000	7*	April & Oct.	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold.....	800,000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien).....	380,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	....
Port Royal and Augusta:						
1st Mortgage.....	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds..... ...	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	1,000,000	4½	June & Dec	Boston.	1937	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
New bonds.....	1,242,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Ral'h.	1898	....
Reading and Columbia (P.&R.):						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.) .	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut:						
1st Mortgage, gold.....	300,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880.....	5,000,000	7*	... .	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	508,000	6	Jan. & July.	Richmond.	1880	....
Virginia State bonds, guar.....	109,400	6	" "	"	1875	....
1st Mort. (Peidmont branch)..	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage..... ...	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan.....	57,227	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan.....	177,516	6-[illegible]	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon.....	450,000	8	Jan. & July.	Philadelphia.	'81-'96	....
Richmond and Petersburg:						
1st Mortgage, coupon.....	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875.....	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage.....	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage...	150,000	10	Jan. & July.	New York.	1900	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W.&R.) Sig Fd.	422,500	7	March & Sept.	New York.	1910	..
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.....	1,021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage.....	1,500,000	6	Feb. and Aug.	Boston.	1898	....
General Mortgage	1,500,000	5	May & Nov.	"	1902	...
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	....
St Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	-	....	1910	....
St. Joseph and St. Louis:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,900,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,900,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,900,000	7	" "	" "	1915	....
2d Mort. (" ")	1,900,000	7	" "	" "	1915	....
St Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage.....	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage.....	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,388,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold...	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage A for $500,000....	419,305	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,064,232	3*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	800,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds.....	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute:						
1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mort. (St. Paul to Watab)..	366,000	7	Jan. & July.	" "	1892	...
1st Mort., L. G., sinking fund...	7,459,800	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. (Dakota Ext.) for $6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed.....	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" ").	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage.....	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesbury:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.....	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.....	290,000	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage.....	2,100,000	7	.....	.....	1909	....
2d Mortgage, Income.....	1,400,000	...	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage.....	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, 1880.....	200,000	4½	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	300,000		June & Dec.	" "	1908	...
Sioux City and Pacific:						
1st Mortgage.....	1,628,000		Jan. & July.	New York.	1898	...
2d Mortgage (Gov. Subsidy)....	1,628,000	6	" "	U.S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling.....	1,482,667	5*	Jan. & July.	London.	'78-'88	....
1st Mortgage (L.) currency.....	1,051,500	6	" "	New York.	'78-'88	....
2d Mort. for $3,000,000.....	1,026,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds.....	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds.....	63,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,076,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	575,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds ...	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage.....	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold.....	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1,000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.						
1st Mortgage	231,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,760,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	2,117,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold, (Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cincinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1880	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	8	March & Sept.	N. Y. & Bost.	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,612,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S. Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5,669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa's)	154,000	6	Feb. and Aug.	"	1883	....
Loan of 1903 (" ")	841,000	6	March & Sept.	"	1903	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889 (" ")	836,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State (N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)		....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,833,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000.	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	....
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	....
1st Mort. (Bl. Riv. & Merristown)	500,000	7	" "	" "	....	....
1st Mort. (Clayton & Thereen)	200,000	7	" "	" "	....	....
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	5	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston	1883	....
Convertible bonds	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
2d series (blue)	850,000	7	" "	"	1890	....
3d series (black)	138,000	7	" "	"	1890	....
4th series (not end.)	1,180,600	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,610,000	7	Feb. and Aug.	" "	1907	....
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	620,000	7	Jan. & July.	" "	'81-'82	....
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,900,000	4	....	" "	....	....
2d Pref. Income (do.)	1,600,000	....	.....	" "	....	....
Warren (D. L. & W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1903	....
Wash'gton City, Va. Mid. & Gt. So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort (" ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. (" ")	600,000	8	May and Nov.	"	1873	....
4th Mort. (" ")	700,000	8	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1903	....
1st Mortgage (Lynchb. & Danv.)	1,310,000	6	Apr. and Oct.	"	1890	....
Funded Coup. (Orange & Alex.)	872,949	6	Various.	"	'73-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage (M. & W. Point R.R.)	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar. by Cent. Geor.	1,188,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'76-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	520,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	350,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	128,500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	643,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant go'd	8,168,000	7*	Jan. and July.	Boston.	1901	....
Worcester and Nashua:						
Plain Bonds	275,000	5	Various.	Worcester.	1887	....
Plain Bonds	250,000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	5	Feb. and Aug.	"	1895	....
Canal Bonds.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1909	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,993,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1893	....
Delaware and Hudson:						
1st Mort. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	....
reg. 3d series, Jan. 1, 1871	6,481,000	7	" "	" "	1891	....
Bonds of 1874 coup. and reg	4,856,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,381,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,653,000	6*	June & Dec.	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation (Ph. & Rdg):						
1st Mortgage, extended	1,709,380	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'07	....
Improvement bonds	228,000	6	May and Nov.	"	1830	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1915	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,323,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6-	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,373,000		May & Nov.	New York.	1902	
Bonds (S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,303	7	March & Sept.	London	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "‡."

Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack ..... New York.	2,619,412	109,280	.....	.....	4,263,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,365,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. ‡(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,615	653,353	1,218,236	553,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley‡.....Pennsylvania.	21,563,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,314,406	786,550	2,335,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	—	32,247	.....	1,656,432	1,500,000	12,889	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,859	*Atchison, Topeka and Santa Fe*....Kansas.	25,065,300	*	5,711,049	662,784	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	314,301	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga.	5,950,000	*	637,561	121,509	1,700,000	4,750,000	105,215	153,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point .....Georgia	1,192,499	*	52,650	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	99,604	368,130	153,319	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2,480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,935,149	.....	.....	34,675,200	68,850,311	.....	.....	422.8	5,378,414	963,491	2,259,843	4,135,296	698,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	—	.....	.....	5,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	543,981	824,789	33,749	6	100	....
Sept. 30, 1879	408.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio‡..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	396,333	.....	428.0	1,312,118	130,466	355,002	1,686,320	644,006	—	100	....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	—	1,350	87	131,700	—	—	444	4.0	.....	.....	.....	9,273	9,273	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ‡ ....Md. & W. Va.	29,543,315	12,203,068	46,223,039	835,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	3,679,346	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch ‡ .....Maryland.	1,650,000	—	.....	.....	1,650,000	—	20,000	149,110	31.0	757,757	.....	.....	285,007	223,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	3,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	*	.....	.....	102,000	8,000,000	3,422,444	.....	262.5	1,099,776	183,942	677,600	1,508,498	741,788	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 992,718	90.2	565,121	895,965	347,455	669,772	173,570	—	100	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.).....Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6	50	....
Sept. 30, 1879	9.0	—	0.5	3-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	3-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	19,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years.]	350,884	81,491	—	100	....
Sept. 30, 1880	201.6	96.4	503.5	4-8.5	248	187	48	5,055	Boston and Albany.... Mass. & N. York.	24,816,781	3,145,400	872,416	2,688,980	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5,440,729	5,993,297	3,310,539	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	51	72	30	743	Boston and Lowell.....Mass.	5,247,682	441,334	1,112,574	731,181	3,250,000	2,396,400	406,082	580,789	86.3	1,225,333	2,876,581	1,068,230	1,399,316	378,446	2	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	3,508,754	1,242,280	1,077,999	444,062	6,921,274	3,600,000	89,776	1,761,995	122.5	1,735,103	4,829,028	810,122	2,532,652	934,434	6	100	....
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line....Conn.	4,454,338	*	49,311	28,834	3,559,027	732,500	13,647	187,309	53.6	133,585	88,776	58,674	283,892	159,451	—	100	....
Sept. 30, 1880	44.0	19.7	[illegible]	4-8.5	49	100	18	677	Boston and Providence.....Mass. & R. I.	4,612,774	—	665,043	220,757	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,468	1,323,926	422,179	8	100	....
Sept. 30, 1880	36.5	—	[illegible]	4-8.5	7	7	4	76	Boston, Barre and Gardner.....Mass.	1,383,397	—	1,451	48,903	871,002	554,300	217,442	L. 208,982	36.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-3.5	30	30	17	593	Boston, Concord and Montreal .....N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	165.8	124,307	119,015	173,235	183,866	40,455	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5,665	415,430	—	1,633,957	45,060	39.0	632,307	49,800	.....	13,197	deficit.	—	100	....
Sept. 30, 1880	8.8	—	3.4	3-0	5	23	—	—	Boston, Revere Beach & Lynn.....Mass.	466,684	94,219	158,303	26,588	350,000	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,888	47,341	6	100	....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley.....Mass.	42,660	1,861	—	—	19,450	18,000	7,269	Loss. 193	2.5	16,590	82,950	.....	6,304	1,594	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	4	Brighton.....Virginia	110,500	*	.....	.....	110,500	—	.....	.....	21.0	72,800	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	139,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,408	337,569	nominal.	53,612	11,493	—	100	....
Sept. 30, 1879	7.5	—	8.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island..N.Y	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	873,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	2	Buff., Chat. Lake & Pittsb.. N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,327	—	100	....
Sept. 30, 1879	67.4	—	9.6	4-9	11	9	2	336	Buffalo and Southwestern....New York.	1,238,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,546,300	1,401,765	248,391	120.5	617,728	207,239	1,063,256	954,683	380,355	—	100	....
Jun. 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	1,413,662	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	23,291	32,994	39,775	4,482	—	100	....
May 31, 1880	46.4	—	2.7	3-0	3	2	1	56	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,703	7,516	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor. Ia. & Minn.	12,677,206	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,280	424.6	911,305	253,107	764,183	1,410,260	459,702	—	100	....
June 30, 1880	146.5	—	54.2	3-0	24	7	7	611	Cairo and St Louis..... Ill.	7,103,035	*	.....	.....	4,555,000	2,500,000	38,036	.....	146.5	400,269	91,585	191,487	342,002	62,491	—	100	....
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and Vincennes .....Illinois & Ind.	.....	.....	In Receiver's hands. No returns.						157.0	291,275	68,959	199,232	266,648	.....	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,058	395,014	138,806	275,094	12,000,000	6,850,000	1,536,688	L. 606,715	115.4	.....	.....	.....	550,200	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,888	168,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	495,473	202,127	3p	50	....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central.....Canada.	3,861,235	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	52,196	—	100	....
Dec. 31, 1879	229.0	62.5	65.0	4-8.5	76	35	17	3,042	Canada Southern.....Canada.	23,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,365	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	—
Mar. 31, 1880	242.0	—	12.1	4-8.5	22	15	5	825	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	—	100	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,135	79,541	.....	2,339	589,110	—	18	13,211	34.6	75,090	21,672	73,578	75,929	2,559	6t	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	—	718.5	1,079,242	103,703	.....	3,190,490	1,537,935	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18562	Central of New Jersey.....New Jersey.	17,029,373	3,150,000	.....	.....	18,563,200	32,766,600	6,341,209	.....	130.2	4,324,938	.....	836,168	4,317,218	1,371,579	—	100	....
Dec. 31, 1879	883.2	329.9	194.3	4-8.5	264	302	68	5,244	*Central Pacific*‡.....Cal. Nev. & Utah	135,021,029	8,030,469	10,234,035	1,464,793	54,275,500	85,192,285	306,605	15,382,538	1,213.1	7,203,591	6,842,307	1,875,343	17,153,163	6,945,300	—	100	....
Dec. 31, 1879	158.0	273.4	37.0	4-8.5	109	57	44	1,955	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,637	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug..N. C., S. C. & Ga.	5,132,315	*	372,892	23,826	2,578,000	2,700,971	144,941	105,122	195.0	366,525	62,384	96,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,893	—	37,142	26,037	648,763	500,000	990	.....	22.8	67,547	130,743	167,571	84,660	30,596	—	5c	....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	25	Cheraw and Darlington.....S. C.	680,000	*	.....	.....	392,100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,531	—	100	....
Sept. 30, 1879	423.0	9.3	63.6	4-9	81	34	16	2,195	Chesapeake and Ohio .....Va. & W. Va.	54,238,716	*	534,267	183,243	23,762,136	22,523,215	5,716,662	457,197	432.3	2,060,544	166,369	686,527	1,891,542	384,210	—	100	....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	413	Cheshire.....N. H. & Mass.	2,395,259	322,266	.....	305,141	2,153,300	806,500	27,396	35,480	64.9	574,267	184,232	501,487	602,750	164,598	3	100	....
Dec. 31, 1879	243.5	145.7	199.8	4-8.5	187	80	27	4,218	Chicago and Alton .....Illinois.	19,095,603	*	3,537,160	4,663,315	12,490,872	11,627,850	2,597,983	579,373	840.4	3,609,638	843,429	2,634,177	5,755,677	2,705,156	6	100	....
Aug. 31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,343	*	202,408	172,924	333,064	3,714,329	259,340	204,956	152.0	1,000,088	146,215	749,340	1,020,794	389,445	—	100	..
Jun. 30, 1880	80.0	24.0	10.2	4-8.5	15	6	5	200	Chicago and Iowa.....Illinois.	3,410,202	*	.....	.....	.....	1,750,000	.....	.....	106.1	104.0	.....	.....	568,793	356,828	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	713	Chicago & West Michigan.....Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	248,287	345 467	654,283	112,827	—	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	73,865,795	*	8,318,765	2,811,506	36,513,610	37,685,000	11,448 446	5,988,060	1,627.5	12,769,566	3,964,798	5,574,635	17,249,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	5.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,227,440	*	.....	.....	4,112,500	2,961,000	153,940	.....	164.5	.....	.....	146,571	270,585	45,477	—	100	....
Sept. 30, 1879	30.5	—	1.5	3-0	2	2	—	78	Chicago and Tomah.....Wisconsin.	211,342	*	.....	.....	13 400	28,000	109,942	.....	30.5	12,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11022	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,526,547	3,722,845	1,834,371	31,004,456	27,270,225	16 526,547	4,492,865	1,857.3	8,600,517	2,076,184	4,686,353	14,817,105	7,260,038	8	100	....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,230,193	233,825	730,016	115 027	5,151,440	953,000	258,520	45,100	208.1	330,734	71,007	101,562	491,475	136,146	—	100	....
Dec. 31, 1879	416.8	1,619	182.6	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,683,744	41,349,500	1,591,292	3,531,538	2,281.0	7,655,701	1,555,446	2,559,734	10,012,820	4,539,025	7pf	100	....

June 30, 1880	85.5	—	6.5	4-8.5	8	4	2	429	Chicago, Pekin & Southwestern Illinois.	....	*	....	....	826,500	1,750,000	100,000	142,117	85.5	....	....	....	568,793	356,828	—	100	....
Mar. 31, 1880	600.2	248.0	267.8	4-8.5	276	117	42	6,161	Chicago, Rock Island & Pacific.Ill. & Ia.	35,682,202	*	2,653,078	1,220,751	20,980,000	10,000,000	5,145	8,576,578	1,311.0	8,948,036	1,905,418	2,966,764	11,061,662	5,265,116	8	100	....
Dec. 31, 1879	38.0	—	3.8	4-8.5	4	2	2	58	Chicago, Saginaw and Canada.......Mich.	618,000	*	51,000	....	286,000	195,000	735,800	L.547,800	38.0	61,876	47,254	59,061	60,908	19,526	—	100	....
Sept. 30, 1879	177.7	—	8.5	4-8.5	26	11	7	1,051	Chicago, St. Paul & Minneapolis....Wis.	9,726,167	*	889,388	....	5,000,000	5,043,500	806,402	L.344,344	177.7	661,419	159,017	364,771	1,070,203	414,658	—	50	....
Sept. 30, 1879	10.8	—	0.6	4-8.5	1	1	1	4	Chippewa Falls and Western........Wis.	288,574	*	....	....	148,200	182,000	13,375	....	10.8	19,344	32,191	8,962	27,235	7,418	—	100	....
June 30, 1879	52.9	9.0	2.4	3-0	3	4	2	60	Cincinnati and Eastern..............Ohio.	573,322	*	127,988	3,507	240,063	279,600	185,155	—	61.9	66,600	56,451	16,829	55,897	17,465	—	50	....
Dec. 31, 1879	148.4	—	13.7	4-9	12	11	4	359	Cincinnati and Muskingum Valley.Ohio.	5,540,164	*	44,348	26,215	3,997,320	1,500,000	600,980	L.487,523	148.4	413,227	189,336	285,645	374,666	110,142	—	50	....
Dec. 31, 1879	20.4	—	1.7	3-0	2	3	1	22	Cincinnati and Portsmouth..........Ohio.	240,586	29,972	55,500	—	94,801	5,100	226,157	....	20.4	....	....	....	14,047	2,576	—	50	....
Mar. 31, 1880	50.9	—	39.8	4-9	34	38	13	628	Cincinnati, Hamilton and Dayton...Ohio.	3,827,078	1,118,931	683,174	3,151,361	3,500,000	2,960,000	519,939	1,650,605	50.9	....	....	....	950,924	192,822	2	100	....
Mar. 31, 1880	98.2	—	8.9	4-9	16	7	—	481	Cin., Hamilton & Ind. (C., H.& I.).O.& Ind.	2,436,087	229,072	60,080	—	—	2,500,000	1,217,045	—	98.2	....	....	....	372,773	60,622	—	—	....
June 30, 1880	175.0	125.0	50.0	4-8.5	50	47	19	1,312	Cin., Ind., St. L. and Chic....O., Ind. & Ill.	11,653,007	*	178,796	184,518	4,000,000	7,499,900	449,161	67,261	300.0	1,488,083	671,985	881,590	1,761,241	571,921	—	100	....
Mar. 31, 1880	42.0	—	2.8	4-9	3	2	—	171	Cin., Richmond & Chic. (C.H.&I.).Ohio.	826,733	184,552	700	21,356	382,600	625,000	8,820	16,922	42.0	....	....	....	214,556	12,357	—	50	....
Jun. 30, 1879	154.2	15.5	16.0	4-9	30	26	12	715	Cincinnati, Sandusky & Cleveland..Ohio.	6,221,026	*	780,208	164,839	4,484,787	2,158,725	566,781	35,582	190.0	678,559	264,741	406,664	656,300	150,236	6pf	50	....
Dec. 31, 1879	111.0	—	5.0	4-8.5	7	6	3	109	Cincinnati, Wabash and Michigan...Ind.	3,418,500	*	....	....	1,450,000	2,000,000	26,000	....	111.0	(Reorga	n'd April	14, 1880.)	213,955	22,102	—	100	....
Dec. 31, 1879	123.8	76.0	65.5	4-9	97	44	22	2,954	Clev. and Pittsb. (Pa.Co.).....Ohio & Pa.	16,615,871	*	378,525	491,648	11,244,250	5,078,343	366,726	796,724	199.7	2,041,959	695,479	1,810,187	2,418,515	1,151,780	7	50	....
Dec. 31, 1879	391.2	18.1	133.5	4-8.5	143	65	14	4,023	Cleveland, Col. Cin. & Ind...Ohio & Ind.	18,044,795	*	3,567,821	1,278,694	14,991,800	6,337,000	766,103	795,908	391.2	4,640,177	740,181	2,299,711	3,758,967	1,066,660	2½	100	....
Dec. 31, 1879	144.0	—	17.7	4-9	22	13	13	600	Clev., Mt. Vernon and Del.............O.	4,831,382	*	10,086	28,045	1,769,579	2,969,000	848,892	L.716,958	156.5	397,140	238,992	310,044	404,025	27,062	—	100	....
Dec. 31, 1879	101.1	—	38.9	4-8.5	19	5	4	946	Clev., Tuscarawas Val. and Wheeling O	4,644,671	*	694,956	34,098	1,055,950	4,056,000	295,023	L. 83,253	101.1	408,748	132,325	554,242	446,750	162,319	—	50	....
Dec. 31, 1879	75.5	29.4	31.0	4-9	35	8	4	1,511	Columbus and Hocking Valley .....Ohio.	8,301,748	1,265,711	530,821	133,488	2,030,150	2,530,000	170,258	511,360	104.9	840,397	147,313	1,306,966	1,032,572	395,799	8	50	....
Dec. 31, 1879	117.7	—	14.9	4-8.5	12	10	4	901	Columbus and Toledo...............Ohio.	2,846,323	*	863,738	65,872	915,098	2,468,000	303,660	89,095	117.7	446,549	164,352	454,119	574,893	260,260	—	50	....
Dec. 31, 1879	187.3	398.2	88.5	4-9	125	61	8	1,635	Col., Chic. & Ind. C.(Pa.Co.).O. Ind & I.	28,851,097	*	....	....	23,960,823	15,821,000	....	....	580.5	4,578,582	695,552	2,310,053	3,911,261	756,301	—	100	....
Mar. 31, 1880	56.0	14.9	4.8	4-8.5	—	—	—	—	Concord and Claremont............N. H.	1,126,606	*	13,122	32,751	410,900	500,000	254,280	7,299	70.9	....	....	....	139,854	45,688	—	100	....
Mar. 31, 1880	35.0	7.0	79.3	4-8.5	40	44	16	946	Concord....................New Hampshire	1,500,000	*	126,275	135,156	1,500,000	—	151,495	109,926	141.7	661,078	527,003	899,662	870,088	262,793	10	50	....
June 30, 1880	110.3	—	16.7	4-8.5	28	14	9	920	Connecticut and Passump. Riv..Vermont.	3,447,825	*	864,436	9,613	2,175,700	1,436,500	434,424	275,250	147.0	449,078	156,934	219,604	657,548	226,140	3	100	....
Sept. 30, 1880	50.0	5.8	38.4	4-8.5	20	35	5	389	Connecticut River ....Massachusetts.	2,396,038	241,939	105,826	441,582	2,100,000	—	440,067	645,318	79.8	442,444	1,122,000	469,029	731,447	232,121	8	100	....
Sept. 30, 1880	20.2	9.0	1.3	4-8.5	3	4	1	22	Connecticut Central...............Conn.	770,655	*	2,811	42	448,500	325,000	12,914	—	34.4	77,006	46,659	47,732	61,714	df. 8,998	—	100	....
Sept. 30, 1880	66.7	—	13.0	4-8.5	10	13	3	219	Connecticut Western...............Conn.	5,012,027	*	....	....	1,892,099	3,200,000	....	....	68.3	238,653	179,047	147,115	238,810	15,564	—	100	....
Sept. 30, 1879	53.0	18.0	8.1	4-8.5	8	8	2	126	Corning, Cowanesque & Antrim.N.Y.&P.	1,900,000	*	....	....	1,900,000	450,000	....	....	71.0	155,112	58,967	657,991	426,919	127,754	—	100	....
Dec. 31, 1879	82.2	42.8	19.4	4-9	21	25	5	243	Cumberland Valley ....Md. & Penn.	1,887,466	*	58,299	616,649	1,777,850	352,800	47,257	585,007	125.0	283,472	323,045	374,172	503,597	264,900	10	50	....
Sept. 30, 1880	23.8	10.0	5.0	4-8.5	6	8	3	89	Danbury and Norwalk ....Connecticut	983,091	171,463	16,407	30,523	600,000	531,500	....	69,984	33.8	114,515	280,054	72,716	184,407	60,080	2½	50	....
June 30, 1879	128.4	32.3	6.1	4-8.5	8	7	4	100	Davenport and Northwestern.......Iowa.	5,130,000	*	326,134	19,229	3,420,000	1,710,000	365,886	20,189	160.7	207,359	68,550	72,584	189,212	df. 4,924	—	100	....
Mar. 31, 1880	142.0	—	28.8	4-9	29	15	1	709	Dayton and Michigan (C., H. & D.).Ohio.	3,113,913	776,534	12,145	758	3,612,824	2,728,800	707,135	—	142.0	....	....	....	1,040,362	411,434	1¾	50	....
Oct. 31, 1879	83.8	16.7	10.1	4-8.5	—	—	—	—	Delaware ¶ (P.W.& B.).........Delaware.	1,836,844	*	870,014	50,141	1,456,720	761,000	56,280	—	100.5	325,012	....	....	448,363	134,508	6	50	....
Dec. 31, 1879	115.0	92.5	131.7	4-8.5	165	41	22	18538	Delaware, Lack. and Western.......Penn.	29,426,682	*	2,269,620	6,657,301	26,200,000	5,887,100	2,608,137	3,658,337	207.5	8,994,740	500,709	5,253,442	5,371,297	3,546,033	—	50	....
Dec. 31, 1879	19.9	—	4.6	4-8.5	3	3	2	30	Delaware Western..............Del. & Pa.	269,584	*	16,114	4,507	248,400	—	19,158	24,652	19.9	26,840	28,457	87,622	53,339	9,546	2	100	....
Dec. 31, 1879	250.6	88.9	22.0	3-0	40	19	11	917	Denver and Rio Grande ....Col.	18,672,500	*	....	....	11,250,000	7,422,500	....	....	339.5	....	....	....	1,157,466	....	—	100	....
June 30, 1879	83.9	—	6.1	4-8.5	9	5	2	143	Des Moines and Fort Dodge.............Ia.	4,021,100	*	....	....	1,843,100	2,178,000	....	....	87.2	131,288	42,524	91,409	205,131	76,273	—	100	....
Dec. 31, 1879	109.8	38.6	13.1	4-8.5	14	13	3	1312	Detroit and Bay City..........Michigan.	4,388,269	*	41,048	6,177	1,825,750	2,380,000	1,379,076	L. 599,330	148.0	358,981	218,864	190,271	472,078	189,177	—	100	....
Dec. 31, 1879	189.0	2.6	32.4	4-8.5	36	28	16	474	Detroit, Grand Haven & Milw......Mich.	6,700,000	*	333,265	152,065	1,500,000	5,200,000	336,919	148,412	191.6	754,746	434,246	444,903	1,112,468	368,079	—	100	....
Dec. 31, 1879	156.6	51.8	32.7	4-8.5	28	15	8	799	Detroit, Lansing & Northern.......Mich.	6,852,904	545,288	171,304	322,873	4,328,997	3,166,000	244,526	152,846	201.2	662,966	434,102	417,768	1,108,933	449,146	—	100	....
Sept. 30, 1879	90.6	—	11.9	4-9	12	8	2	90	Dunkirk, All. Valley & Pitts N.Y. & Pa.	4,552,654	262,725	4,843	4,251	1,300,000	3,200,000	221,016	103,468	90.0	428,780	114,860	254,164	288,184	deficit.	—	100	....
Dec. 31, 1879	20.0	—	5.6	3-0	6	12	2		East Broad Top..........Pennsylvania.	1,062,391	*	98,407	....	549,248	500,000	102,550	....	30.0	75,607	23,663	169,692	97,789	42,325	—	100	....
Nov. 30, 1879	7.5	3.1	4.2	4-8.5					East Mahanoy (P. & R.)...............Pa.	392,550	*	600	1,317	393,550	—	1,197	120	10.7	....	....	....	[Rental	25,679	6	50	....
Jun. 30, 1880	242.0	30.0	27.0	5-0	35	27	12	617	East Tenn., Va. & Ga. ¶......Tenn. & Ga.	9,186,090	*	805,563	329,385	1,967,074	4,186,000	576,041	3,592,223	272.0	986,689		377,413	1,212,887	449,415	3	100	....
Sept. 30, 1880	41.4	76.9	32.0	4-8.5	77	155	38	1,528	Eastern.................Massachusetts.	7,000,000	908,700	1,648,624	580,681	4,997,600	13,592,829	1,454,447	deficit.	281.7	2,848,980	5,249,769	1,621,999	2,905,056	1,084,928	—	100	....
Dec. 31, 1879	81.0	8.4	26.2	4-9	29	5	6	1,319	Erie and Pittsburg (Penn. Co.)..........Pa.	3,180,937	1,895,725	256,679	6,152	1,998,400	3,322,000	52,987	L. 32,893	84.4	550,428	127,670	723,233	588,153	175,096	7	50	....
Aug. 31, 1880	109.0	29.0	21.0	4-8.5	26	12	5	800	Evansville and Terre Haute......Indiana.	2,616,808	709,858	108,567	236,401	1,120,566	1,150,000	123,190	1,277,878	138.0	511,622	189,734	452,854	712,383	218,255	5	50	....
Jun. 30, 1879	48.8	—	7.0	4-9	7	4	2	311	Evansville, Terre Haute & Chi..Ind.& Ill.	1,649,600	*	15,150	7,722	455,661	1,100,000	113,821	....	48.3	....	....	....	242,896	94,236	—	100	....
Sept. 30, 1880	12.2	—	0.7	4-8.5					Fall River...............Massachusetts.	445,664	*	....	17,599	200,000	200,000	88,096	L. 24,883	12.2	25,285	36,643	9,0?6	30,618	8,377	—	100	....
Sept. 30, 1880	143.0	42.6	104.4	4-8.5	81	110	25	2,638	Fitchburg...............Massachusetts.	6,117,398	*	1,713,191	71,606	4,500,000	1,600,000	1,310,306	591,788	244.4	1,384,771	2,461,603	1,546,950	2,464,599	739,094	6	100	....
Dec. 31, 1879	254.4	30.7	69.1	4-8.5	46	32	11	863	*Flint and Pere Marquette*..............Mich.	7,415,831	1,494,459	1,850,356	235,107	3,298,200	7,844,005	2,165,958	....	307.5	861,032	552,763	495,817	1,151,201	405,289	—	100	....
Sept. 30, 1879	10.0	—	1.0	4-8.5	3	4	1	10	Fonda, Johnstown & Gloversville...N. Y.	458,689	76,515	....	....	300,000	300,000	25,500	6,530	10.0	57,604	107,306	45,700	104,023	45,792	—	100	....
Jun. 30, 1879	22.5	—	1.2	4-8.5	2	5	1	17	Fredericton............New Brunswick	675,000	*	....	....	319,280	100,000	310,000	....	22.5	44,564	28,504	9,849	24,548	7,250	—	100	....
Dec. 31, 1879	215.0	—	20.0	4-8.5	24	17	8	480	Galv., Harrisb. & St. Antonio ¶.......Tex.	9,696,982	813,942	2,190,468	577,306	6,460,000	5,300,000	763,484	784,216	215.0	447,108	71,226	156,183	1,390,670	318,767	—	100	....
Dec. 31, 1879	50.0	—	8.5	4-8.5	17	9	6	253	Galv., Houston and Henderson ¶.....Tex.	3,510,419	*	20,705	52,909	1,000,000	1,500,000	159,764	924,269	50.0	150,115	61,195	205,220	536,847	226,560	—	100	....
Sept. 30, 1879	14.1	2.8	7.7	4-8.5					Geneva & Lyons (N.Y.C.&H.R.).....N.Y.	322,225				15,000	307,225			14.1						—	100	....
Sept. 30, 1879	75.0	—	14.7	4-8.5	18	7	5	219	Geneva, Ithaca & Sayre.............N. Y.	1,760,294	157,332	....	....	1,475,000	600,000	194,908	....	75.0	401,244	101,243	514,858	302,572	deficit.	—	100	....
Mar. 31, 1880	171.0	90.0	26.0	5-0	40	31	11	744	Georgia (& Banking)...................Ga.	4,200,000	*	52,440	2,569,826	4,200,000	1,581,000	33,523	1,007,744	307.0	1,017,797	....	....	1,169,524	403,076	6	100	....
Dec. 31, 1879	57.5	0.9	3.8	4-8.5	4	4	1	98	Grand Haven................Michigan.	960,000	*	24,153	4,683	800,000	160,000	50,862	—	58.4	92,872	58,233	28,801	61,692	df. 6,320	—	100	....
Dec. 31, 1879	332.1	—	30.7	4-9	40	23	11	1,101	*Grand Rap. and Ind.* (Pa.Co.)Mich. & Ind	11,092,085	*	60,008	337,206	2,800,000	8,000,000	2,333,686	—	332.1	1,050,080	560,888	418,668	1,345,184	432,645	—	100	....
Jun. 30, 1879	366.0	584.2	224.1	4-8.5	434	274	84	8,173	Grand Trunk ¶..................Canada.	152,416,400		....	....	118,503,930	22,158,980	13,658,340	—	1,390.2	8,452,600	1,976,519	2,371,225	3,784,520	2,068,610	—	100	....
July 31, 1879	229.4	288.2	238.8	4-8.5	216	165	38	4,661	Great Western ¶.................Canada.	48,383,395	*	1,746,465	1,250,000	45,605,080	5,764,000	—	—	823.0	8,338,095	1,227,826	1,789,211	3,765,830	1,216,058	—	100	....
Sept. 30, 1879	209.3	9.5	13.0	4-8.5	18	12	4	530	Green Bay and Minnesota......Wisconsin.	12,854,421	*	....	....	7,995,900	8,979,860	1,710,616	—	218.8	826,318	60,744	115,903	348,690	144,133	—	100	....
Dec. 31, 1879	206.4	85.9	46.4	4-8.5	78	30	16	1,529	*Hannibal and St. Joseph* ¶........Missouri.	12,712,746	863,077	....	....	14,251,724	8,633,000	....	....	292.8	1,852,218	282,879	622,563	1,997,405	773,984	—	100	....
Sept. 30, 1880	80.0	—	1.0	4-8.5	2	4	2	18	Hanover Branch...................Mass.	194,826	60,563	....	6,012	123,950	30,000	222	107,230	8.0	22,180	89,390	19,390	82,180	6,972	3	100	....
Dec. 31, 1879	30.0	—	2.5	4-8.5	8	6	2	75	Han. Junc., Han. & Gettysb.........Penn.	387,816	91,322	....	....	116,850	200,400	16,000	....	30.0	76,350	96,231	57,485	52,830	15,978	—	100	....
Dec. 31, 1879	25.1	2.0	1.0	4-8.5	1	1	1	6	Harrisburg and Potomac...............Pa.	827,987	5,766	....	....	379,165	507,200	....	....	27.1	20,084	6,501	35,780	11,294	1,573	—	100	....
Jun. 30, 1880	75.7	—	8.5	3-0	1	1	1	85	Havana, Rantoul and Eastern..Ind. & Ill.	566,605	*	2,480	2,767	223,100	208,000	93,882	46,928	75.7	....	....	58,327	72,877	31,826	—	100	....
Dec. 31, 1879	16.0	—	0.5	3-0	1	1	1	5	Henderson and Overton.............Texas.	170,500	*	....	....	93,000	93,000	....	....	16.0	11,060	6,875	20,000	33,450	13,450	4	100	....
Sept. 30, 1880	74.0	—	11.0	4-8.5	22	24	11	460	Housatonic.....................Connecticut.	2,662,058	*	267,362	187,405	2,000,000	860,000	98,908	187,898	74.0	526,659	291,620	341,489	740,998	166,995	8pf	100	....
Apr. 30, 1879	341.0	169.0	85.0	4-8.5	66	38	20	1,270	Houston and Texas Central ¶......Texas.	21,370,021	1,831,342	6,864,922	358,302	7,722,900	14,586,500	3,099,096	5,521,091	553.0	1,499,283	242,559	457,840	3,081,682	1,323,906	—	100	....
Dec. 31, 1879	63.0	—	0	3-0	5	2	—	120	Houston, E. & West Texas.......Texas.	947,400	*	56,500	....	500,000	180,000	24,906	....	63.0	40,069	12,530	31,300	94,716	69,622	—	100	....
Dec. 31, 1879	45.0	16.8	1.0	4-8.5	18	4	3	52	Huntingdon and Broad Top Mt.......Penn.	4,376,091	*	....	....	2,106,500	2,404,600	182,500	....	61.6	176,425	46,560	283,898	253,640	124,436	—	50	....
Jun. 30, 1880	16.0	3.0	6.0	4-8.5	5	3	1	294	Illinois and St. Louis...............Illinois	1,570,564	*	8,091	8,922	1,360,100	200,000	50,857	deficit.	18.0	602,107	141,570	247,477	186,335	47,557	2½p	100	....
Dec. 31, 1879	706.5	—	14.6	4-8.5	212	119	56	5,155	*Illinois Central*......................Illinois.	35,756,782	*	7,175,052	862,765	29,000,000	12,100,000	117,229	2,677,869	1,286.7	4,459,672	1,807,744	2,324,485	5,711,282	2,684,582	6	100	....
Jun. 30, 1880	178.3	—	12.4	4-8.5	16	7	2	650	Illinois Midland...........Ind. & Illinois.	6,649,527	*	20,862	14,678	2,000,000	4,175,000	1,456,026	....	178.1	818,900	67,833	260,861	836,987	498,781	—	100	....
Jun. 30, 1880	189.0	40.0	33.0	4-8.5	56	29	14	1,?41	Indianapolis and St. Louis (Pa. Co.).Ind.			Included	in St. L	ouis, Alt	on and T	erre Ha	ute.	193.0	1,180,638	230,867	662,470	1,262,470	499,894	—	100	....
Dec. 31, 1879	116.6	—	5.3	4-9	13	8	4	289	Indianapolis & Vin. (Pa. Co.)..Ind & Ill.	4,665,449	*	¶ 28,575	8,931	1,402,000	3,150,000	150,956	—	116.6	278,634	85,011	160,746	301,371	66,348	—	100	....
Dec. 31, 1880	202.3	—	32.4	4-8½	40	15	9	854	Ind., Bloomington & Western..Ind. & Ill.	10,430,000	*	53,505	311,958	8,330,000	7,500,000	186,868	257,100	202.3	1,115,905	295,689	492,148	1,186,347	491,086	—	100	....
Aug. 31, 1880	152.5	—	15.2	4-9	6	4	4	250	Ind., Decatur & Springfield....Ind. & Ill.	4,885,127	*	89,566	109,933	500,000	4,369,000	101,307	64,120	152.5	....	80,52	149,634	339,850	142,685	—	100	....
Dec. 31, 1879	417.0	102.3	35.0	4-8.5	40	29	9	788	International & Great Northern ¶....Tex.	16,963,628	1,479,394	46,180	....	5,500,000	9,448,000	378,327	3,162,876	529.3	816,225	113,317	254,188	1,776,863	597,396	—	100	....
Dec. 31, 1879	110.3	75.6	34.7	4-9	44	33	12	636	Jeffersonv., Madison & Ind...Ky. & Ind.	6,508,712	*	201,202	82,574	2,000,000	5,000,000	32,540	L. 290,050	185.9	1,057,355	648,332	1,159,949	1,246,334	492,863	7	100	....
Dec. 31, 1879	159.9	—	30.0	4-8.5	26	60	10	849	Kan. City, Ft. Scott and Gulf....Kansas.	10,377,019	*	292,744	814,276	6,750,000	4,000,000	239,360	L. 5,321	190.6	612,574	155,726	494,577	895,864	332,811	—	100	....
Dec. 31, 1879	145.8	41.4	14.8	4-8.5	19	148	8	215	Kan. City, Lawrence & Southern....Kan.	5,636,252	259,041	45,841	58,468	2,940,000	2,940,000	40,518	59,085	184.7	292,818	78,093	167,472	402,050	36,391	—	100	....
Dec. 31, 1879	198.8	55.0	87.0	4-8.5	36	22	1	863	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	9,260,385	1,269,280	232,320	769,077	2,796,356	7,939,474	819,643	425,587	253.8	922,508	287,720	870,856	1,768,154	702,490	—	100	....
Apr. 30, 1880	148.5	—	12.0	5-0	19	19	7	345	Kentucky Central.........................Ky.	5,225,000	*	881,339	108,485	5,000,000	1,025,000	39,748	150,078	148.5	507,863	....	....	608,029	222,514	1	100	....
Sept. 30, 1879	7.6	—	4.3	4-8.5	6	8	—	138	Lake Champlain and Moriah.......N. Y.	294,119	59,088	30,057	18,057	200,000	3,000	—	196,322	7.6	12,405	191	196,981	87,781	43,380	10	100	....
Jun. 30, 1880	363.0	9.2	25.3	4-8.5	45	11	19	1,466	Lake Erie and Western......I & Ohio.	13,414,271	835,413	48,719	158,186	7,000,000	6,800,000	682,192	Loss.	362.2	385,888	167,834	243,206	574,560	218,10	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Gauge of Track.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Transported: Passengers.	Transported: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1879	540.4	484.3	696.7	4-8.5	495	134	116	10533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,000	4,807,829	2,477,188	50,000,000	37,439,000	2,545,881	3,078,562	1,176.8	12,966,575	2,822,121	7,541,294	15,271,492	6,336,968	6½	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26876	Lehigh Valley.......N. Y. & Pa.	23,861,189	8,480,830	....	....	27,428,780	25,437,000	347,360	....	298.4	4,290,681	980,204	4,070,023	6,540,364	3,543,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.......Pa.	64,654	*	....	....	100,000	62,747	....	—	10.5	12,875	13,176	12,642	13,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami.......Ohio.	5,046,241	*	1,965,942	34,724	4,637,300	2,015,000	34,946	359,661	195.5	1,219,194	835,541	787,769	1,332,496	440,790	8	50	....
Dec. 31, 1879	165.2	—	4.1	4-8.5	10	6	2	229	*Little Rock and Ft. Smith* ¶.......Ark.	7,010,817	*	961,167	8,199	4,096,135	2,648,500	1,528,826	L. 298,278	165.2	233,829	54,516	....	362,160	156,829	—	100	....
Sept. 30, 1879	94.8	63.5	12.4	4-8.5	78	211	19	381	Long Island ¶.......N. Y.	6,271,300	*	....	....	3,260,600	2,479,712	725,886	....	325.6	1,712,474	5,048,848	286,071	1,617,950	338,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.......Cal.	418,071	86,203	6,032	48,403	502,500	—	....	L. 56,210	16.9	....	....	....	....	....	—	100	....
Jun. 30, 1879	186.[illegible]	809.7	—	5-0	186	67	33	3,112	Louisville & Nashville. Ill., T., Ky. & Ala.	32,708,982	*	18,826,077	1,267,520	9,059,361	23,902,820	10,425,589	3,909,759	1,859.9	5,027,177	....	....	7,435,848	3,227,644	8	100	....
Jun. 30, 1879	174.9	—	28.2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington.Ky.	5,995,352	*	86,083	307,933	1,860,603	3,764,700	522,498	241,567	232.3	....	395,673	403,833	1,129,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago.......Ind.	3,000,000	*	52,854	2,502	3,000,000	—	57,356	—	288.2	....	169,236	415,998	696,621	99,974	—	100	....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1	—	5	Louisv., N. A. & Chic.... Ind., Ill. & St. L.	1,303,865	*	....	3,937	379,100	—	946,104	L. 1,382	36.5	....	6,592	10,760	17,106	df. 1,752	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.......Pa.	804,376	*	6,135	....	387,600	398,000	48,114	—	22.1	40,058	28,802	100,349	50,285	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.......Me.	10,018,152	1,658,541	895,075	115,082	3,608,300	8,721,018	84,223	328,309	354.9	917,358	558,364	396,107	1,508,377	638,397	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.......N. H.	1,000,000	—	40,124	53,132	1,000,000	—	21,964	103,292	26.1	....	....	....	175,899	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19.6	4-8.5	36	5	4	1,701	*Marquette Hough. & Ontonagon*.......Mich.	7,813,935	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	208,841	65,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	593	Memphis & Charleston.......T., M. & Ala.	8,640,954	*	1,878,069	412,558	5,312,725	4,220,000	1,360,435	L. 466,579	292.0	520,485	....	148,377	862,513	231,089	—	100	....
Dec. 31, 1879	135.0	—	16.3	5-0	14	6	4	201	Memphis and Little Rock.......Arkansas.	4,678,828	*	....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	169,475	52,052	70,258	428,621	188,567	—	100	....
Dec. 31, 1879	284.0	—	102.9	4-8.5	219	118	34	5,198	Michigan Central.......Mich.	33,579,901	*	1,770,782	195,321	18,738,204	18,691,000	....	3,116,801	808.7	7,697,061	1,445,655	3,518,819	7,346,794	2,647,202	5½	100	....
Sept. 30, 1879	16.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.......N. Y.	192,511	3,162	6,714	....	122,300	79,300	787	—	10.2	17,732	14,850	9,882	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	19.6	4-8.5	11	17	8	290	Midland of Canada.......Ont.	4,164,065	*	....	....	1,946,666	2,067,554	840,080	....	139.3	282,551	11,398	128,106	248,829	60,489	—	100	....
Sept. 30, 1879	152.8	6.0	9.3	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,885	6,000,000	1,110,000	107,731	....	158.8	261,793	76,983	168,950	287,505	96,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	13	6	3	286	Minneapolis and St. Louis....Minnesota.	3,789,096	*	....	....	2,000,000	1,405,000	384,096	—	123.0	256,852	77,571	284,500	393,649	144,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee..Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45,023	260,059	100.0	227,441	....	....	525,489	269,880	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	275	Missouri, Iowa and Nebraska..Mo. & Ia.	4,512,500	*	31,000	10,340	2,147,500	2,365,000	41,340	—	118.0	116,620	....	....	155,520	31,458	—	100	....
Dec. 31, 1879	576.0	232.0	101.0	4-8.5	88	34	27	1,589	Missouri, Kansas and Texas..M.K.& Tex.	47,210,332	*	....	....	21,405,000	25,805,332	....	....	808.0	2,781,621	296,652	676,785	3,844,292	1,868,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific.......Missouri.	15,842,891	*	752,657	1,564,245	800,000	15,123,000	675,970	1,560,328	421.6	2,641,542	896,401	1,898,657	3,922,8[illegible]8	1,783,784	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.......Alabama.	1,715,439	*	294,871	53,815	1,278,941	1,183,500	8,071	L. 356,386	84.0	130,030	37,647	....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.3	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459,244	*	795,892	1,143,042	5,320,600	16,250,000	160,115	667,463	506.0	1,468,475	238,960	333,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.......Pa.	382,141	37,909	....	....	306,336	44,900	....	....	28.0	25,056	10,335	9,181	20,884	2,881	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.......Pa.	343,650	9,300	....	....	124,450	180,000	41,000	....	6.7	14,400	2,774	11,584	8,305	924	—	100	....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell.......N.H.& Mass.	666,015	218,243	338,475	232,738	800,000	300,000	207,739	142,782	58.6	328,530	546,968	829,081	485,285	148,911	7	100	....
Mar. 31, 1880	48.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,581	—	....	35	1,305,800	700,000	3,816	—	48.4	....	....	....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	45.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,360,900	*	178,593	976,150	6,848,900	7,512,000	948,594	206,178	458.5	1,488,454	212,277		2,099,155	914,407	3½	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	318	Naugatuck.......Connecticut.	1,903,484	224,086	63,525	150,138	2,090,000	—	33,563	317,670	56.5	295,826	352,288	228,196	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.......Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76,196	49,958	19,814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick.......New Br.	2,021,000	*			200,000	1,722,000	99,000	....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-8.5	11	12	3	135	New Brunswick and Canada.......N. Br.	2,580,000	*			1,788,000	170,000	622,000	—	120.0	115,237	32,824	96,565	161,315	36,408	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.......N. Y.	2,258,842	*	9,428	33,234	887,350	1,164,500	249,154	—	58.6	118,703	59,392	112,780	164,469	18,846	—	100	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	8	New Canaan.......Conn.	230,746	27,198	4,018	....	164,050	99,878	....	—	8.3	18,280	40,447	4,620	14,163	6,830	—	50	....
Sept. 30, 1880	18.0	—	1.7	4-8.5	3	4	2	58	New Haven and Derby.......Conn.	969,317	115,407	3,896	18,500	447,100	525,000	90,939	44,081	18.0	47,818	128,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	24.3	4-8.5	21	18	8	438	New Haven and Northamp.Conn. & Mass.	4,593,242	796,516	84,223	160,729	2,460,000	2,659,000	271,886	214,323	144.6	460,007	300,940	360,234	703,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York..N. J. & N. Y.	2,614,878	*	....	....	1,187,400	1,034,500	416,813	—	36.0	157,664	391,500	47,538	156,106	40,750	—	100	....
Sept. 30, 1880	100.0	21.0	22.4	4-8.5	22	15	9	279	New London Northern....Conn. & Mass	2,760,872	246,720	100,030	136,523	1,500,000	1,499,500	99,006	155,108	121.0	517,233	365,008	409,500	591,347	188,547	6	100	....
Sept. 30, 1879	14.8	—	15.0	3-0	13	77	2	32	New York and Man. Beach.......N. Y.	648,116	202,426	579,016	66,100	500,000	975,200	6,258	9,206	22.8	164,624	1,062,986	12,072	296,464	112,048	16	100	....
Sept. 30, 1880	208.2	66.0	62.8	4-8.5	87	119	40	1,588	N. York & N. England..M., R. I. & Conn.	27,087,935	1,616,306	322,785	665,809	20,000,000	4,468,000	2,491,864	732,071	316.1	1,902,118	3,121,059	968,549	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	459	167	—	New York Central & Hudson River.N.Y.	137,757,152	*	4,050,054	2,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,018.8	16,861,509	8,130,543	9,441,243	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—		New York Elevated.......N. Y.	15,000,000	*	....	....	6,500,000	6,500,000	....	....	17.5	2,970,666	29,875,912	....	2,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97		N. Y., Lake Erie & Western..N. Y. & Pa.	158,035,707	*	1,587,562	2,976,842	88,247,000	67,173,745	8,218,228	3,911,188	1,009.5	14,893,876	5,491,431	8,715,892	18,693,109	7,049,188	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	1,545	N. Y., N. H. & Hartford..N.Y. C.& Mass.	12,889,584	2,154,455	768,623	2,104,052	15,500,000		331,431	2,145,283	152.5	2,462,932	4,600,507	1,348,087	4,294,23[illegible]	1,694,985	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,378	N. Y. & Oswego Midland.......N. Y.	26,377,340	*			6,800,522	16,073,500	3,524,436	....	344.0	410,479	218,161	216,100	528,592	34,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	2,645,02[illegible]	559,487			3,000,000	1,050,000	....	....	62.5	490,728	692,603	307,865	669,009	255,176	8½	100	....
Sept. 30, 1879	228.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.).......N.C.	4,931,974	*			4,000,000	255,000	....	....	223.1	474,347	103,172	184,514	556,700	219,529	—	100	....
Sept. 30, 1879	102.0	—	8.1	5-0	14	13	6	139	Northeastern ¶.......S. C.	2,148,181	*	53,610	21,289	985,850	1,068,000	60,644	119,037	102.0	286,090	46,960		346,268	185,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,143	North Pennsylvania (P. & R.).......Pa.	8,394,077	1,750,935	....	....	4,397,300	6,017,000	1,133,490	—	88.2	638,550	586,547	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.......Pa.	291,881		....	....	81,550	160,000	140,019	—	9.8	31,458	60,682	12,287	17,449	17,449	—	50	....
Dec. 31, 1879	138.0	8.6	154.5	4-9	152	69	42	6,005	Northern Central.......Md. & Pa.	13,206,050	4,196,107	3,412,019	1,489,110	5,842,000	15,445,000	1,113,474		321.6	2,706,179	1,530,879	7,920,866	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern.......New Hampshire.	3,068,400	*	424,147	491,913	5,068,400	100	287,398	628,567	82.9	502,138	138,012	509,368	489,005	112,439	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn.Dak.,Wash.&c.	95,697,160	1,243,531	9,137,252	1,108,853	92,412,645	3,881,834	9,610,931	1,281,385	722.0	....	....	....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.......N.Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	449,688	—	122.0	362,895	108,982	245,696	472,172	104,890	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren.......Pa.	135,816	*	....		150,000	—	750	—	10.4	46,324	151,838	15,105	75,796	36,840	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	218	55	2,510	Old Colony.......Mass. & R. I.	10,593,336	1,191,319	1,938,028	539,433	7,133,800	5,787,000	686,697	754,619	299.2	2,466,588	5,526,279	1,371,449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	159.1	—	13.7	4-8.5	14	11	4	259	Oregon and California.......Oregon.	4,864,578	527,302	....		—	10,950,000	62,870	—	199.1	270,950	105,183	54,723	508,153	137,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.......Oregon.	267,907	*	10,856,646	191,663	6,000,000	5,070,000	72,026	174,190	172.5	[Five m	os. ending	May 31, 1880]	1,138,627	721,059	2	100	....
Jan. 31, 1880	185.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.......Ky.	4,277,636	*	34,976	112,804	2,858,000	1,441,194	48,283	83,240	185.7	385,827	48,105	276,765	352,471	83,283	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.......New Grenada.	12,000,000	*	....		7,000,000	3,989,000	....	....	57.6	....	23,729	161,744	2,156,367	1,120,967	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.......Pa.	577,700	73,040	36,000		275,915	461,400	91,104	....	55.0		47,670	22,624	39,974	22,898	—	50	....
Dec. 31, 1879	47.1	15.9	75.1	4-3	25	11	2	2,869	Pennsylvania Coal.......Pa.	2,000,000	*	1,600,000		5,000,000	472,500	308,266	—	63.0	....	9,415	1,548,050	....	....	12	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	15818	Pennsylvania ¶.......Pennsylvania.	59,975,140	*	81,173,558	12,834,952	68,870,200	60,267,756	14,621,161	5,224,533	1,017.6	16,110,667	5,948,645	13,684,04[illegible]	21,748,628	9,992,008	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville.......Ill.	3,239,700	*	....		1,239,700	2,146,780	509,564	....	83.0	199,997	71,283	187,208	215,415	9,136	—	100	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).......Pa.	1,043,845		125,092	47,896	38,040	1,924,600	893,148	—	38.5	257,564	66,458	310,730	194,690	65,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg.......Va. & N. C.	1,035,750	*	....		1,884,200	1,041,000	446,223	—	64.0	142,598	29,524	67,782	202,986	54,767	—	100	....

Nov. 30, 1879	102.9	228.5	713.4	4-8.5	478	428	76	20,248	Philadelphia & Reading	Penn	30,513,089	9,355,442	67,357,546	16,627,139	34,278,175	77,024,761	11,650,279	—	826.0	10,302,755	7,908,648	12,325,566	13,106,352	4,119,011	—	50	....
Oct. 31, 1880	96.3	15.8	149.0	4-8.5	78	130	50	1,313	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,213,690	*	3,076,773	534,868	11,585,760	3,740,500	543,073	955,908	212.7	1,874,822	....	....	3,263,110	1,366,223	8	50	....
Dec. 31, 1879	6.0	3.1	1.1	3-4	5	4	4	406	Pittsburg and Castle Shannon	Pa.	425,427	93,108	472,075	....	767,790	192,428	....	—	9.1	49,200	143,893	71,488	141,245	19,604	—	50	....
Dec. 31, 1879	68.0	2.3	13.3	4-8½	22	14	1	288	Pittsburg and Lake Erie	Ohio & Pa.	3,214,564	529,991	599,490	14,447	1,583,787	2,000,000	751,550	23,155	70.3	309,515	....	371,461	335,649	157,923	—	50	....
Dec. 31, 1879	192.3	8.1	198.9	4-9	109	40	26	3,342	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	16,107,384	3,834,910	1,679,297	1,489,976	8,437,200	12,497,000	2,128,367	—	1,171.2	2,980,472	771,103	2,728,461	3,625,686	1,592,039	—	50	....
Dec. 31, 1879	468.4	—	2,9.3	4-9	278	155	59	6,658	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,619,721	*	200,000	....	26,043,586	13,510,000	....	....	468.4	8,319,823	2,254,341	3,679,382	8,452,383	3,951,254	7	100	....
Dec. 31, 1879	95.0	25.0	29.0	4-9	32	17	5	246	Pittsb., Titusville and Buff	N. Y. & Pa.	8,473,622	587,500	34,188	111,768	4,959,450	4,125,955	62,585	59,088	120.0	441,927	236,554	625,669	467,126	120,331	—	50	....
Dec. 31, 1879	24.0	—	1.3	4-9	—	—	—	—	Pitsb., Wheeling & Kentucky	W. Va.	613,367	—	13,301	3,394	399,600	200,000	30,460	—	24.0	61,106	63,123	121,808	77,599	33,349	—	100	....
Sept. 30, 1879	23.7	—	2.0	6-0	2	2	—	4	Port Jervis and Monticello	N. Y.	1,124,080	*	....	....	724,277	—	16,000	....	23.7	24,030	19,211	13,782	25,807	1,616	—	100	....
Sept. 30, 1879	94.0	—	10.0	4-8.5	9	17	4	182	Portland and Ogdensb.	Me., N. H & Vt.	3,569,605	292,835	52,915	87,556	1,052,166	2,649,000	186,731	114,969	94.0	190,603	82,514	120,879	271,494	102,046	—	100	....
Sept. 30, 1879	52.5	—	7.0	4-8.5	7	9	3	137	Portland and Rochester	Me. & N. H.	1,966,211	*	....	....	636,011	1,500,000	527,274	....	52.5	171,068	109,004	106,829	145,702	19,252	—	100	....
Dec. 31, 1879	112.0	—	4.0	5-0	11	9	3	193	Port Royal and Aug.	S. C. & Ga.	2,529,331	*	46,032	40,143	750,000	1,750,000	36,879	78,646	112.0	[15 mo	nths.	115,269	220,177	84,742	—	100	....
Sept. 30, 1879	38.5	—	1.9	3-0	2	1	1	30	Potomac, Fred. and Pied. ¶	Va.	969,447	*	....	....	1,468,000	125,000	5,000	....	38.5	37,160	6,675	23,025	23,177	6,715	—	100	....
Sept. 30, 1879	42.7	—	2.2	4-8.5	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,449,920	*	....	....	850,000	535,000	38,216	....	42.7	61,402	45,000	20,202	51,844	8,516	—	100	....
Sept. 30, 1879	22.8	—	2.3	4-8.5	3	3	2	77	Providence and Springfield	R.I. & Mass.	920,981	*	37,220	37,220	517,150	500,000	10,000	46,796	22.8	54,889	76,861	35,564	79,988	39,302	—	100	....
Sept. 30, 1880	43.4	7.0	58.4	4-8.5	30	30	11	817	Providence and Worcester	R. I. & Mass.	2,926,353	102,407	....	502,141	2,000,000	1,242,000	568,519	261,970	65.8	710,286	1,849,912	787,521	1,069,644	337,656	5	100	....
Sept. 30, 1879	13.6	—	3.0	4-8.5	5	10	—	25	Providence, Warren and Bristol	N. J.	744,287	644,025	....	....	437,917	20,000	....	....	13.6	....	213,105	49,419	89,364	15,421	6pf	100	....
Dec. 31, 1879	230.3	—	3.7	4-8.5	6	—	—	250	Pueblo, and Ark. Valley	Col.	6,809,000	*	2,036,947	110,260	6,084,200	2,591,000	178,490	107,518	230.3	[Includ	ed in Lees	ees return	s.]	....	—	100	....
Jan. 30, 1879	286.6	58.5	15.0	4-8.5	33	42	11	431	Que., Mon., Ottawa and Occid. ¶	Ind.	10,506,000	*	....	....	....	—	7,811,245	....	340.0	480,763	179,767	87,463	341,098	69,280	—	100	....
July 31, 1879	97.0	—	7.0	4-8.5	14	12	9	145	Raleigh and Gaston	North Carolina	1,500,000	*	1,252,293	132,676	1,500,000	820,000	22,416	542,553	97.0	[14 mos.	58,178	....	295,051	69,284	—	100	....
Sept. 30, 1879	22.5	2.3	2.5	4-8.5	7	7	5	113	Richmond and Petersburg ¶	Va.	1,152,291	*	1,229,810	41,675	1,008,600	225,000	18,659	19,225	24.8	72,556	114,651	99,049	154,623	73,071	4	100	....
Sept. 30, 1879	80.0	—	7.2	4-8.5	13	14	10	121	Richmond, Fred'burg and Potomac ¶	Va	2,509,718	67,553	439,309	101,009	1,530,500	847,784	77,176	595,597	80.0	167,937	119,575	68,005	314,840	152,864	—	100	....
Sept. 30, 1879	38.5	—	3.5	5-0	5	7	2	72	Richmond, York Riv. & Chesapeake ¶	Va	652,867	*	....	....	497,500	278,000	....	....	38.5	56,255	20,361	82,409	124,035	41,074	—	100	....
Sept. 30, 1879	107.6	—	10.7	4-8.5	11	10	5	246	Rochester and State Line	N. Y.	2,487,417	*	....	....	22,094	2,349,900	111,709	....	107.6	400,565	104,098	325,210	276,898	39,813	—	100	....
Jan. 30, 1879	91.0	—	4.5	4-8.5	6	5	2	84	Rock Island and Peoria	Ill.	1,680,012	*	....	....	1,500,000	150,000	24,366	....	91.0	219,205	96,936	206,737	365,892	102,028	5	100	....
Sept. 30, 1879	141.1	48.5	54.9	4-8.5	52	50	25	1,175	Rome, Watertown and Ogdensburg	N. Y.	11,315,878	*	....	....	5,298,900	7,759,900	639,256	....	408.9	1,079,013	514,770	371,088	1,143,289	308,648	—	100	....
Sept. 30, 1879	22.0	—	3.3	4-8.5	4	4	2	144	St. Croix and Penobscot	Me	364,000	*	27,388	18,508	100,000	200,700	1,014	108,177	22.0	24,844	12,271	....	38,662	19,457	—	100	....
Mar. 31, 1880	10.5	—	0.5	4-8.5	2	5	3	16	St. Johns	Florida.	218,000	*	....	....	110,000	108,000	....	....	10.5	22,750	....	....	26,852	16,656	5	100	....
Jan. 30, 1879	52.5	6.5	6.0	4-8.5	10	16	6	114	St. Lawrence and Ottawa	Ont	1,589,229	*	....	....	789,909	750,000	....	....	59.0	127,202	48,038	43,305	129,517	37,865	—	100	....
Dec. 31, 1879	327.2	65.2	38.5	4-8.5	47	10	17	1,181	St. Louis & San Francisco	Mo. & Ind. T.	28,841,974	*	474,693	171,988	22,063,420	6,786,087	804,117	335,032	392.4	1,108,388	94,355	471,310	1,672,438	948,494	—	100	....
Dec. 31, 1879	193.2	71.0	....	4-8.5	14	13	4	655	St. L., Alton & T. H.	Ill. & Ind.	11,768,400	*	653,144	598,847	4,768,400	7,000,000	1,093,812	159,179	264.0	....	....	....	1,501,459	498,731	—	100	....
Dec. 31, 1879	459.5	195.0	126.4	4-8.5	121	47	24	2,591	*St. Louis, Iron Mt. and So.* ¶	Mo., & Ark.	45,694,908	*	4,455,463	893,522	21,458,961	30,068,657	1,692,341	—	684.9	2,483,149	652,757	981,139	5,292,611	2,372,592	—	100	....
Dec. 31, 1879	41.5	18.7	2.5	4-9	4	1	—	99	St. Louis, Salem and Little Rock	Ark.	1,431,474	128,838	12,607	14,180	746,800	978,100	53,704	—	60.2	....	....	....	83,165	37,723	—	100	....
Dec. 31, 1879	158.3	—	29.8	4-8.5	32	14	10	792	St. Louis, Vandalia & T. H.	Ill. & Ind.	3,330,209	*	1,560	2,069	3,928,016	4,499,000	227,546	—	158.3	1,142,765	204,730	900,294	1,317,287	562,897	—	100	....
Jan. 30, 1879	156.0	—	22.0	4-8.5	24	10	4	485	*St. Paul and Duluth*	Minn.	9,097,866	*	....	....	9,097,866	—	....	—	169.0	373,425	61,525	252,922	469,416	113,713	—	100	....
Jan. 30, 1880	207.1	395.4	37.9	4-8.5	60	69	*	1,498	St. Paul, Minn. and Man.	Minn. & Iowa	31,686,882	*	570,990	1,582,102	15,000,000	16,324,900	1,522,707	992,367	658.0	....	....	....	2,923,108	1,632,595	—	100	....
Dec. 31, 1879	49.5	—	7.0	4-8.5	3	3	2	65	Sacramento and Placerville	Ca.	3,048,768	*	1,660	344,903	1,756,000	1,100,000	202,640	336,691	49.5	....	20,004	33,120	149,258	58,163	—	100	....
Jan. 30, 1879	60.0	—	2.0	5-0	2	1	—	18	Savannah & Memphis	Ala.	4,701,533	*	....	....	2,321,080	2,137,000	418,297	31,467	60.0	42,621	11,200	11,000	53,244	11,557	—	100	....
Sept. 30, 1879	63.0	—	3.2	5-0	2	—	—	5	Savannah, Griffin and N. Ala.	Ga.	1,555,945	*	....	....	815,255	500,000	....	....	63.0	....	....	....	52,960	22,375	—	100	....
Sept. 30, 1879	80.0	—	6.0	4-8.5	16	12	4	278	Seaboard and Roanoke. Va. & N. Carolina		2,140,813	*	....	....	1,299,600	215,004	100,500	1,218,427	80.0	269,388	32,450	226,337	477,365	179,124	7	100	....
Dec. 31, 1879	27.3	3.8	12.5	4-9	—	—	—	—	Shamokin Valley and Pottsville	Pa.	2,863,450	—	....	....	569,450	1,994,000	....	—	31.1	[Leased	to Northe	rn Central	Rental	$204,671.	12	50	....
Nov. 30, 1879	95.0	—	8.5	4-9½	6	2	2	147	Shenango and Allegheny	Pa.	1,046,631	147,940	25,000	....	200,000	1,105,000	159,375	—	46.0	....	27,851	288,465	150,283	54,916	—	100	....
Sept. 30, 1879	32.3	—	1.5	4-8.5	3	2	2	23	Shepaug	Conn.	268,524	*	....	6,625	299,700	400,000	....	....	32.5	38,394	10,956	20,528	54,175	18,605	—	100	....
Jan. 30, 1879	61.5	51.7	5.9	4-8.5	5	3	4	92	Sioux City and Dakota	Iowa & Dak.	3,246,381	*	....	....	2,400,000	900,000	....	....	113.2	730,853	23,784	74,684	277,338	75,619	—	100	....
Jan. 30, 1880	107.4	—	8.9	4-8.5	15	8	6	134	*Sioux City and Pacific*	Neb. & Iowa.	5,355,551	*	....	....	2,068,400	3,256,320	329,757	89,980	80.5	222,288	59,525	211,117	289,490	109,666	7pf	100	....
Sept. 30, 1879	25.0	—	1.0	4-8.5	2	1	1	12	Somerset	Maine.	799,488	*	94,837	....	377,574	450,000	78,662	*	25.0	15,750	8,049	8,075	19,908	3,199	—	100	....
Sept. 30, 1879	183.0	6.3	26.0	5-0	1	1	1	52	South and North Alabama	Ala.	10,098,212	*	....	....	3,461,767	6,208,810	810,618	—	199.3	590,226	83,017	468,195	878,197	314,586	—	100	....
Aug. 31, 1879	144.0	166.5	21.5	5-0	36	28	9	392	Southwestern (C. of Ga.)	Ga.	4,291,300	*	....	....	3,892,300	399,000	....	....	310.5	471,550	....	....	751,576	307,624	7	100	....
Jan. 30, 1879	167.5	—	13.8	4-8.5	14	3	36	289	Southern Minnesota	Wis. & Minn.	6,468,964	*	59,682	102,594	1,784,200	4,739,900	103,621	113,519	167.5	251,455	52,028	148,394	534,426	262,004	—	100	....
Sept. 30, 1879	69.0	—	3.4	5-0	5	4	2	31	Spartanb. Union and Col.	S. C.	1,540,882	*	....	....	751,296	548,370	125,000	—	69.0	....	7,632	....	75,616	20,834	—	100	....
Jan. 30, 1879	108.0	—	10.0	3-0	11	5	—	275	Springfield Southern	Ohio.	1,234,511	154,670	....	....	635,241	182,700	....	—	108.0	....	75,589	91,477	117,400	10,292	—	100	....
Dec. 31, 1879	24.0	—	1.0	4-8.5	1	2	1	—	State Line and Sullivan	Pa.	1,000,000	13,320	43,165	....	1,000,000	400,000	41,678	....	24.0	32,790	8,154	—	63,088	16,070	—	100	....
Sept. 30, 1879	13.0	—	0.3	4-8.5	4	9	—	7	Staten Island	N. Y.	480,000	*	....	....	210,000	300,000	....	....	13.0	72,988	356,128	....	264,518	85,346	20	100	....
Dec. 31, 1879	24.0	10.0	3.7	4-8.5	7	4	3	51	Sussex	New Jersey.	1,875,100	*	....	....	1,638,600	236,500	....	....	34.0	104,230	....	....	123,168	22,091	—	100	....
Dec. 31, 1879	81.0	—	38.5	4-8.5	18	8	4	443	Syracuse, Bing. and New York	N.Y.	4,039,029	*	12,662	253,808	2,004,000	2,020,000	216,695	65,805	81.0	484,623	145,196	1,238,735	329,842	327,231	4½	100	....
Sept. 30, 1879	43.5	—	2.0	4-8.5	4	6	—	60	Syracuse, Chenango & New York	N. Y.	1,089,660	*	....	....	801,400	261,400	....	....	43.5	84,240	85,417	50,178	72,278	3,768	—	100	....
Oct. 31, 1879	79.7	34.1	39.0	4-8.5	44	22	17	1,465	Terre Haute and Indianapolis	Indiana.	3,163,978	*	1,156,440	1,324,018	1,988,150	1,600,000	798,627	1,262,660	113.8	1,018,962	232,586	1,287,601	1,082,374	404,371	8	50	....
May 31, 1880	179.7	264.1	42.7	4-8.5	52	31	12	528	Texas and Pacific ¶	Texas.	27,418,108	*	2,439,888	338,408	7,902,500	21,220,533	618,886	454,435	443.8	1,545,829	194,788	525,093	2,580,222	1,045,704	—	100	....
Dec. 31, 1879	44.0	4.0	13.4	4-8.5	16	8	3	942	Tioga and Elmira State Line	Pa.	1,539,838	506,099	....	....	580,900	629,500	....	1,417,559	54.5	287,829	78,186	691,137	387,225	171,971	—	5g	....
Jan. 30, 1879	79.0	—	11.7	3-6	12	15	3	273	Toronto and Nipissing	Ca.	1,600,000	*	....	....	193,350	1,276,915	290,382	—	106.5	194,303	89,613	84,694	172,155	45,551	—	50	....
Jan. 30, 1879	191.0	—	16.0	3-6	20	12	6	424	Toronto, Grey and Bruce	Ca.	4,274,888	*	....	....	783,234	3,365,665	16,349	—	191.0	310,025	118,652	92,855	284,947	80,512	—	100	....
Sept. 30, 1879	34.7	—	16.7	4-8.5	18	15	7	451	Troy and Boston	New York.	1,981,912	*	1,103,888	—	1,609,016	2,199,500	408,149	—	46.0	425,505	278,257	812,139	593,896	288,519	—	100	....
Sept. 30, 1879	74.0	—	5.3	4-8.5	7	8	2	114	Ulster and elaware	New York.	1,751,912	16,846	1,139,500	1,578,600	170,017	—	....	—	74.0	129,008	84,694	123,894	178,288	18,678	—	100	....
Dec. 31, 1879	1,037	5.0	20.0	4-8.5	178	121	41	3,115	*Union Pacific*	Nebr. Wy. & Utah.	114,493,812	*	....	....	36,762,300	77,731,512	....	....	1,042.4	7,001,569	....	992,886	13,201,077	7,725,574	—	100	....
Dec. 31, 1879	404.3	—	34.7	4-9	242	3	49	3,655	United New Jersey (Pa.)	N. Jer.	35,330,487	*	....	....	20,490,400	19,976,000	....	....	404.3	5,538,128	7,204,554	5,052,995	9,088,884	2,914,947	—	100	....
Apr. 30, 1880	36.5	—	1.5	4-8.5	6	7	5	29	Utah Central	Utah.	2,500,000	*	....	....	1,500,000	1,000,000	....	....	36.5	....	....	....	447,084	291,972	11	100	....
Dec. 31, 1879	105.0	—	7.5	4-8.5	5	5	3	91	Utah Southern	Utah.	3,450,000	*	....	....	1,500,000	1,950,000	....	....	105.0	....	....	....	327,558	177,042	—	100	....
Sept. 30, 1879	87.0	—	13.3	4-8.5	18	20	14	212	Utica and Black River	New York.	2,378,739	418,847	183,100	238,519	1,771,720	1,112,000	54,735	160,751	180.1	432,540	213,019	108,880	475,508	184,977	2	100	....
Sept. 30, 1879	71.0	—	10.0	4-8.5	11	10	5	82	Utica, Ithaca and Elmira	New York.	2,883,472	*	....	....	2,000,000	....	207,387	....	98.0	174,364	100,026	88,003	156,951	def. 4,106	—	100	....
Dec. 31, 1879	75.7	21.7	16.8	4-8.5	15	12	8	4	Utica, Chenango and Susq. Valley	N. Y.	4,148,103	*	....	....	4,000,000	....	148,103	....	97.4	406,078	217,658	325,600	521,766	def. 253	6	100	....
Feb. 28, 1879	140.0	2.0	10.0	5-0	17	10	1	91	Vicksburg and Meridian	Miss.	3,046,444	*	134,110	81,077	1,397,603	3,166,973	38,474	....	142.0	144,330	45,666	45,597	329,176	70,315	—	100	....
Dec. 31, 1879	52.2	1.5	37.0	4-8.5	24	10	4	369	Virginia and Truckee	Nevada.	3,715,350	712,279	....	....	6,000,000	1,000,000	....	....	53.7	458,810	....	395,854	1,388,261	552,752	5½	100	....
Dec. 31, 1879	40.8	1.4	2.5	4-8.5	2	2	1	33	Wabash, Chester and West	Ill.	468,212	*	....	....	250,000	200,000	26,273	—	42.3	....	15,108	38,782	89,424	def. 3,996	—	100	....
Dec. 31, 1879	710.5	628.4	210.5	4-8.5	331	125	77	7,935	Wab., St. L. & Pacific	O., Ind. & Ill.	....	....	....	....	40,000,000	35,267,250	....	—	1,301.7	....	....	....	3,224,565	2,624,877	—	100	....
Sept. 30, 1879	33.4	—	5.0	4-8.5	21	2	3	16	Wallkill Valley	N. Y.	298,799	*	660,000	11,893	330,000	532,000	108,691	—	33.5	30,828	69,330	60,738	87,012	14,423	—	100	....
Sept. 30, 1879	10.2	—	0.4	4-8.5	—	—	—	—	Warwick Valley	N. Y.	199,162	*	....	....	225,000	285,000	....	....	10.2	14,500	23,761	22,185	37,008	16,041	3½	100	....
Sept. 30, 1879	51.7	—	2.8	4-8.5	5	7	6	66	Washington and Ohio	Virginia.	1,944,790	*	....	....	1,777,927	387,300	128,400	....	51.7	99,745	28,889	27,839	97,470	22,281	—	100	....
Sept. 30, 1879	238.5	121.0	18.0	4-8.5	31	39	14	522	Wash. City, Va. Mid. & Gt. So.	Va & N C.	10,160,949	*	....	....	4,265,297	8,095,949	1,816,000	....	359.5	825,137	131,911	514,018	954,738	347,682	—	50	....
Oct. 31, 1879	26.3	—	5.0	4-8.5	11	23	5	70	West Chester and Philadelphia	Pa.	1,547,105	163,012	349,717	143,205	821,300	1,100,000	53,146	228,598	26.3	255,190	738,127	95,439	304,452	128,535	7	50	....
Dec. 31, 1879	81.5	47.0	18.3	4-9	20	50	13	222	West Jersey	New Jersey.	2,395,749	459,297	1,082,971	188,450	1,300,750	2,523,000	102,845	97,372	128.4	471,745	659,862	162,467	544,151	248,885	2	100	....
Aug. 31, 1879	116.0	51.0	5.3	5-0	16	13	8	260	Western of Alabama ¶	Alabama.	3,275,012	*	177,000	43,082	—	2,553,000	722,011	220,082	167.0	322,840	....	....	579,493	254,968	—	100	....
Sept. 30, 1879	192.0	20.7	26.2	4-8.5	39	12	12	612	Western Union	Wis. & Ill.	8,082,297	*	63,377	14,885	4,000,000	3,500,000	354,353	306,207	212.7	585,993	160,254	348,422	773,551	234,716	—	100	....
Sept. 30, 1880	162.5	17.0	13.0	4-8.5	28	22	11	370	Wilmington and Weldon ¶	N.C.	3,240,224	*	13,900	154,752	1,456,200	1,619,100	49,792	383,784	180.5	474,494	....	....	606,175	188,925	3	100	....
Sept. 30, 1880	189.0	—	13.0	5-0	27	12	6	327	Wilm., Colum. and Augusta	N. C. & S. C.	2,556,532	*	26,195	243,999	980,000	1,600,000	112,315	154,411	189.0	396,551	....	....	547,446	145,422	—	100	....
Dec. 31, 1879	249.9	70.0	17.9	4-8.5	25	13	6	627	Wisconsin Central	Wis.	19,823,023	*	....	....	11,435,600	8,168,000	....	193,097	455.7	706,741	167,085	325,078	851,091	353,952	—	100	....
Dec. 31, 1879	108.5	—	11.5	4-8.5	5	4	2	543	Wisconsin Valley	Wis.	2,853,789	306,132	104,728	28,767	2,026,256	1,149,745	78,278	39,087	90.0	....	38,197	124,152	225,953	92,386	—	100	....
Sept. 30, 1880	46.1	—	31.0	4-8.5	19	22	8	367	Worcester and Nashua	N.H. & Mass.	2,121,982	390,686	....	1,454,504	1,789,800	1,000,000	3,894	172,878	94.5	462,662	371,019	467,479	576,860	189,301	—	100	....
Jan. 30, 1879	65.0	—	2.0	5-0	3	2	2	21	Youngstown and Connotton Valley	Ohio.	1,000,000	*	....	....	1,000,000	—	....	....	23.5	22,765	3,972	16,147	4,446	1,368	—	100	....

Three new railroads in Massachusetts were opened for traffic on the 4th inst., viz: the Nantucket Railroad, four miles in length, extending from Nantucket to the Surf Cliffs; the Nantucket Beach Railroad, between the Nantasket House and the Old Colony Railroad in Hingham; and the Chelsea Beach Railway, which will connect the Eastern Railroad with the Point of Pines at Chelsea Beach.

Statement of the Public Debt of the United States, July 1, 1881.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. bonds, 1881 (Oregon,) 1861	$688,200 00	$20,646 00
6 per cent. 1881 bonds, 1861	140,544,650 00	4,216,339 50
6 per cent. 1881 bonds, 1863	55,145,750 00	1,654,372 50
5 per cent. funded loan of 1881	439,841,350 00	3,665,344 58
4½ per ct. funded loan of 1891	250,000,000 00	937,500 00
4 per ct. funded loan of 1907	738,659,000 00	7,586,590 00
Refunding Certificates	688,800 00	6,888 00
3 per cent. navy pension fund, 1868	14,000,000 00	210,000 00
Aggregate of debt bearing interest	$1,639,567,750 00	$18,097,680 58
Interest due and unpaid		2,125,544 58

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850	20,000 00	2,945 00
5 per cent bonds, of 1853	8,000 00	.....
5 per cent. bonds, 1860	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862	372,100 00	638 87
6 per cent. 5-20 bonds, called June, 1864	64,850 00	237 42
6 per cent. 5-20 bonds, called 1865	77,250 00	38,931 60
5 per cent. 10-40 bonds, called 1864	639,250 00	214,619 11
6 per cent. Consol. bonds, called, 1865	469,250 00	9,406 24
6 per cent. Consol. bonds, called, 1867	1,371,000 00	214,606 66
6 per cent. Consol. bonds, called, 1868	42[illegible],900 00	28,319 22
6 per cent. loan, 1861, matured Dec, 31, 1880	385,000 00	4,524 00
5 per cent. funded loan, 1881 called	2,254,150 00	77,944 15
1 10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861	16,300 00	1,104 43
5 per cent. 1 year notes, 1863	44,535 00	2,238 85
5 per cent. 2 year notes, 1863	55,450 00	1,804 80
6 per cent. compound interest notes, 1863-64	230,250 00	46,639 13
7 3-10 per cent. 3 years' treasury notes, 1864-65	142,150 00	4,997 45
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
3 per cent. certificates called	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$6,723,865 26	$718,686 08

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$60,535 00	
Legal tender notes, 1862-63	346,681,016 00	
Certificates of deposit	11,925,000 00	
Coin certificates, 1863	5,782,920 00	
Silver certificates, 1878	51,166,530 00	
Unclaimed interest		6,746 51
Fractional currency, 1862, 1863 and 1864	$15,491,337 52	
Less amount estimated as lost or destroyed, act of June 21, 1879	8,375,934 00	
	7,105,953 32	
Aggregate of debt bearing no interest	$422,721,954 32	$6,746 51

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$196,378,600 00	
Bonds at 5 per cent	439,341,350 00	
Bonds at 4½ per cent	250,000,000 00	
Bonds at 4 per cent	738,659,000 00	
Refunding certificates	688,800 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,639,567,750 00	$20,223,225 16
Debt on which interest has ceased since maturity	6,723,865 26	718,686 08
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,551 00	
Certificates of deposit	11,925,000 00	
Coin and Silver Certificates	56,949,450 00	
Fractional currency	7,105,953 32	
	$422,721,954 32	
Unclaimed interest		6,746 51
	$2,069,013,569 58	$20,948,657 75
Total debt, principal and interest, to date, including interest due and unpaid		$2,089,962,227 33

AMOUNT IN TREASURY.

Interest due and unpaid		$2,125,544 58
Debt on which interest has ceased		6,723,865 26
Interest thereon		718,686 08
Gold and silver certificates		56,949,450 00
U. S. Notes held for redemption of certificates of deposit		11,925,000 00
Cash balance available July, 1, 1881		170,920,869 43
		$249,363,415 35
Debt, less amount in Treasury, July 1, 1881	$1,840,598,811 98	
Debt, less amount in Treasury, June 1, 1881	1,862,921,971 51	
Decrease of debt during the month		$12,323,159 53
Decrease of debt since June 30, 1880		$101,573,483 36

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$776,553 60
Kansas Pacific bonds, 1862-64	6,303,000 00	189,090 00
Union Pacific bonds, 1862-64	27,236,512 00	817,095 36
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	48,000 00
Western Pacific bonds, 1862-4	1,970,560 00	59,116 80
Sioux City and Pacific bonds, 1862-64	1,628,320 00	48,849 60
Totals	$64,623,512 00	$1,938,705 36

Interest paid by United States, $49,528,566 66; interest repaid by transportation of mails, &c., $14,426,126 35; interest repaid by cash payments: 5 per cent net earnings, $655,198 87; balance of interest paid by United States, $34,447,241 44.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, June 30, 1881.

WILLIAM WINDOM,
Secretary of the Treasury.

Cincinnati Iron Market.

REPORTED BY E. L. HARPER & Co.

Cincinnati, July 5th, 1881.

There is nothing of importance to communicate concerning the market since our last report. The orders booked are principally for quick delivery.

FOUNDRY.

	No.		Mos.
Hanging Rock Charcoal	1	26 00@28 00	4
Strong Neutral Coke	1	24 50@25 00	4
American Scotch	1	21 50@22 50	4

GREY FORGE.

Neutral Coke		21 00@22 50	4
Cold Short		20 00@21 00	4

CAR WHEEL AND MALLEABLE.

Hanging Rock Cold Blast		37 50@40 00	4
" Warm "		30 00@32 00	4
Southern Car Wheel		33 00@37 00	4
Lake Superior 1 and 2		33 05@35 00	4
Lake Superior 3 and 6		35 00@37 00	4

The Kentucky Central Railroad Company have decided to extend the road from Paris, Ky., to Knoxville, Tenn. Work will be commenced upon the extension as soon as the right of way is voted.

Philadelphia Stock Exchange.

Closing Prices for the week ending July 5.

	W.29.	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	....	....	....	....	....	....
Jamden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	....
Camden and Atlantic	....	....	....	20	....	....
Preferred	.... 27¼	28¼	28	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
7s, new	.... 127¼	....	....	....	....	....
Del. & Round Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	13
Preferred	....	23	20	....	....	21½
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	.... 45¼	45¼	45¼	44¾	....	44¼
6s, 1884	.... 106¼	....	106¼	....	....	....
Gold Loan	 115	114¼	....	....	....	115
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	....	....	....	....	....	....
Lehigh Valley	.... 61¼	61¼	61	....	....	60¾
1st mort. 6s, coupon	....	123	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	....	....	....	....	....
Consol. mort. 6s	 121	....	....	....	....	....
Consol. mort. 6s, reg	....	....	120¼	....	....	....
Little Schuylkill	.... 57¼	....	....	....	....	....
Minehill & Sch. Haven	.... 62¾	....	....	....	....	....
North Pennsylvania	.... 60¼	....	....	....	....	....
1st mortgage 6s	....	....	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	121½x	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	.... 56¼	56¼	55x	54	....	54¼
6s	.... 104¼	102x	101¼	....	....	102
Northern Pacific	.... 44¼	44¼	45¼	4[illegible]	....	43¼
Preferred	 85	85¼	85¼	82¼	....	84
Pennsylvania R. R.	.... 64¼	64¼	65¼	64	....	64¼
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	127
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	....	121	....	....	....	....
Consol. mort. 6s, reg	121	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	....	....	....
do. 5s, new	.... 119¾	....	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	.... 29¼	30¼	30¼	28¼	....	29¼
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s. new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	....	127	....	....	....
Consol mortgage reg.	127	....	....	....	....	....
Gen'l mortgage 6s	.... 95¼ chp	95¼	96	95¼	....	96
Philadelphia and Erie	108	25¼	....	....	....	25
1st mortgage, 7s	....	....	....	....	....	....
2d mortgage, 7s	....	....	....	....	....	....
Pittsb., Cin. & St. L. 7s	....	....	....	....	....	....
Pittsb., Titusv. & Ruff.	.... 22¼	23	22¼	21¼	....	24¼
7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred	.... 14¼	....	....	14	....	....
6s, 1872	 107	....	....	....	....	....
6s, 1882	....	....	....	....	....	90
United Co. of N. Jersey	....	....	....	....	....	....
Hestonville, (Horse)	.... 22¼	22¼	22¼	....	....	....
Chestnut & Wal. (do.)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending July 5.

	W.29	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.
Baltimore and Ohio	200	....	....	....	....	200
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	109¼
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	.... 113¼	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	....	125	....	....	....	124
2d mortgage, 7s	 91	90¼	90¼	....	....	89
3d mortgage, 6s	.... 50¼	50¼	50¼	....	....	....
Northern Central ($50)	.... 56¼	56¼	....	....	56¼	....
2d mortgage, 6s 1885	 112	....	....	....	111	....
3d mortgage, 6s, 1909	....	119	....	....	....	....
6s, 1900, Gold	....	....	....	....	....	....
6s, 1904, gold	.... 174¼	114¼x	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	123¼x	....	....	124¼
Virginia 6s, Consol	86	87	....	....	85¼	83
Consol. Coupons	....	....	92¼	....	....	92¼
10-40 bonds	.... 57¼	56	56	....	58	55¼
Deferred Certificates	....	17	17	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	....	....	111¼	....	....	....
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending July 6.

	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
Adams Express						
Albany and Susq						
1st mortgage						
2d mortgage						
American Express	83	82	82		80	80
Atlantic & Pacific Tel						
Burl., C.R. & Nor	80		81¼			
1st mortgage 5s	102¼		102¼		102¼	
Canada Southern	67¾	68¼	66¾		68	67¼
1st mortgage guar	104	101½x	101¼		101¼	10
Central of N. Jersey	101¾	102¼	99¾		100¼	100¼
1st mortgage 1890	120¼					120
7s, consolidated, ass	120					
7s, convertible, ass						
7s, Income		101¼			100	
Adjustment	108¼				108	108¼
Central Pacific	100	99¾	97		97¾	98¼
6s, gold	120					
1st M. (San Joaquin)						
1st M. (Cal. and Or.)						
Land grant 6s						
Chesapeake and Ohio	30	30	29		29	29¼
Chicago and Alton	139¼					
Preferred						
1st mortgage						
Sinking Fund						
Chic., Burl. & Quincy	163	164	162¾		162¼	163
7s Consol, 1903						
Chic., Mil. and St. Paul	126¼	127¾	124¼		125	126¼
Preferred	135	135¼	134			136
1st mortgage, 8s						
2d mortgage, 7 3-10s						
7s, gold						
1st M. (La Crosse div.)	124x	125				
1st M. (I. and M. div.)						
1st M. (I. and D. ext.)		126				
1st M. (H. & D. div.)						
1st M. (C. & M. div.)						
Consolidated S. F.						
Chic. & Northwestern	127¼	129¼	125¾		128	129¾
Preferred	140	142	140		139¾	142
1st mortgage	113¼				113¼	
Sinking Fund 6s	112¼					
Consolidated 7s					135	
Consol. Gold bonds						
Do. reg						
Chic., Rock Isl. & Pac.	142x	142¾	140		141¼	142¾
6s, 1917, c						
Clev., Col., C. and Ind.	94	94¼	92¼		94	95¼
1st mortgage						
Clev. & Pittsburg guar			139		140	139
7s, Consolidated						128¼
4th mortgage		113x				
Col., Chi., & Ind. Cent	24¼	24¼	23		23¾	24¼
1st mortgage						
2d mortgage						
Del. & Hudson Canal	109¼	110	108¾		108¼	109¼
Reg. 7s, 1891						
Reg. 7s, 1884						
7s, 1894						
Del., Lack. & Western	122¾x	124¾	122¼		123¼	123¼
2d mortgage 7s						
7s, Consol. 1907						
Erie Railway						
1st mortgage						
2d mort. 5s, ext						
3d mortgage	109¾	109¾				
4th mort. 5s, ext						
5th mortgage						
7s, Consol. gold	133¼					
Great Western 1st mort	112					
2d mortgage		111				112
Hannibal & St. Joseph	92	91¼	91		92	92¼
Preferred	116¾	116¾	115		114¼	116¼
8s, Convertible					112	
Houston & Tex. Cent.	99¼	101¼	101¼		100	101¼
1st Mortgage						
Illinois Central	140¼	137¼			138	141
Lake Shore & Mich So.	126¼x	126¼	124¾		125¾	125¾
Consol. 7s						131
Consol, 7s, reg					126¼	
2d Consolidated						
Leh. & W.B. 7s, Con						
Long Dock bonds						
Louisville & Nashville	106¾	107¾	104¼		106	107
7s Consolidated	124					
Manhattan	25¼	26	24¼		24	24¾
Metropolitan Elevated	88¼	89	88¼		88¾	88
1st Mortgage		100½x	100		100	100¼
Michigan Central	104¼x	104¾	103¼		104¼	105
7s, 1902						130
M. S. and N. I. 1st, S.F.		110¾				110¼
Morris and Essex	126	126¼	126		125¼	127¾
1st mortgage						
2d mortgage		119¾				
7s of 1871						
7s, Convertible						
7s, Consolidated		124				
N.Y. Cent. & Hud. Riv.	146	146¼	145		146	144
6s, Sinking fund, 1883			105			105
6s, Sinking fund, 1887						
1st mortgage					139¼	
1st mortgage, reg						
N. Y. Elevated	110¼	110	108		108	109
1st mortgage					115¼	116¾
N. York and Harlem						
Preferred						
1st mortgage						
1st mortgage, reg						

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending July 6.

	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
N.Y., Lake Erie & W.	46¼	46¾	43		46	45¼
Preferred	87¼	88¾	85		87¼	87¼
2d Consolidated	106¾	104¼	102¾		103¼	103¼
New 2d 5s fund			99¼			99x
N.Y., N. Haven & Hart						
North Missouri 1st M						
Northern Pacific	44¾	45	40¼		43¼	43¼
Preferred	85¼	86¼	82¼		84¼	84¼
Ohio and Mississippi	42¼	42¼	40¼		41¼	42
Preferred	116					
2d mortgage					124	
Consolidated 7s						
Consol. Sinking fund						
Pacific Mail S. S. Co.	52	52¾	49¾		51	51
Pacific R. R. of Mo						
1st mortgage						
2d mortgage						
Panama	280					
Philadelphia & Reading	60¼	60¼	57		58¼	59¾
Pitts., Ft. W. & Chi. gtd	139					139
1st mortgage						
2d mortgage	132¾					
3d mortgage						
Pullman Palace Car	143¾		143		142	143
Quicksilver Mining Co	19	19¾	18¼			20¼
Preferred	71	71¼	69¾		71	73
St. Louis & San Fran	52¼	52¼	49¼		50¼	51¼
Preferred	78¼	79¾	75¼		75¼	78¾
1st Preferred	115				112¼	115
St. L., Alton and T. H.	64					
Preferred	96		94			
1st mortgage						
2d mort. preferred	117					
Income bonds						
St. L., Iron Mt. & S		83				
1st mortgage						
2d mortgage			113			118¼
Tol., P. & War. 1st E.D						
1st mort., West. Div						
Union Pacific	129¾	131¼	128¼		129¾	129¾
1st mortgage	121¼		119			
Land Grant 7s						
Sinking Fund 8s						
United States Express	70	69¾	69		65	65¼
Wabash						
1st mortgage						
2d mortgage						
7s, Consolidated						
St. Louis Division						
Wabash, St. L. & Pac.	59¾	59¾	57		57¾	58¾
Preferred	94¼	95	93		93¾	94
New Mort. 7s						
Wells-Fargo Express	136					
Western Pacific bonds						
Western Union Tel	88¾	91	88¼		89¾	91x
7s, S. F. conv., 1900					122	

Boston Stock Exchange.

Prices for the week ending July 6.

	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
Atch., Top. and San. Fe.	146¼	147¾	145		146¼	146
1st mortgage						
2d mortgage						
Land Grant 7s						
Boston and Albany		175			174¼	
7s, reg						
Boston and Lowell					110	110
Boston and Maine	165				164¼	
Boston and Providence	171					
Boston, Hart. & Erie 7s	81¼	82¼	80		78¾	81¼
Burl. & Mo. R. L. G. 7s						
Burl. & Mo. R. in Neb						
6s, exempt	96					
4s						
Chi., Burl. and Quincy	164	163¾			162¼	
7s						
Cin., Sand. & Clev. ($50)		32¾			31	31¾
Concord ($50)						
Connecticut River						
Eastern	51¼	52¾	51		51	51¼
New 4½ Bonds		110¼	110¼		110¼	110¼
Fitchburg		153			152	
Kan. C., Top. & West						
Michigan Central						105¼
N. Y. & New England	81	82			80	
7s		123				
Northern, N. H.	109¾	110	110			110
Norwich & Worcester						
Ogden. & Lake Champ		53¼	53¼		53¼	
Preferred						
Old Colony	131				130	
Ph., Wil. & Balt. ($50)	68	68			68	68
Portl'd, Saco & Ports						
Pueblo & Arx. Val						
7s						123
Pullman Palace Car	143¼		143¾			142
Union Pacific	129¾	131			130	131
8s						
Land Grant 7s						
Sinking Fund 8s						
Vermont and Canada						
Vermont and Mass						
Worcester and Nashua	68					67
Cambridge (Horse)						
Metropolitan (")						
Middlesex (")						
Cal. & Hecla Mining Co.	228	227	228		225	230
Quincy						97¼

New York Stock Exchange.

Closing Prices for the week ending July 6.

	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
Federal Stocks:—						
U. S. 4s, 1907, reg	116¾		117		117	
U. S. 4s, 1907, coup	118	117¼	116¾			116¾
U. S. 4½s, 1891, reg						
U. S. 4½s, 1891, coup						
U. S. 5s, 1881, reg	102	102¾			102¼	102¾
U. S. 5s, 1881, coup						
U. S. 6s, 1881, reg						
U. S. 6s continued at 3½					102¾	
U. S. 6s, 1880, reg						
U. S. 6s, 1880, coup						
Dt. of Col. 3-65s, reg						
Dt. of Col. 3-65s, coup					108¼	

London Stock Exchange.

	Closing Prices. June 24	June 17
Baltimore and Ohio (sterling)	116 — 118	116 — 118
Central of New Jersey $100 shares	100 — 105	105 — 107
Do. Cons. Mort. Oct.'79 coupon	120 — 122	120 — 122
Do. Adjustment bonds	110 — 114	110 — 114
Do. Income bonds	104 — 106	105 — 107
Det., Gd. Haven & Mil. Equip. bds.	118 — 120	118 — 120
Do. Con. M. 5 p.c. till '84 after 5 p.c.	113 — 115	113 — 115
Illinois Central $100 shares	143 — 145	144 — 146
Lehigh Valley Consol. mortgage	118 — 122	118 — 122
N. Y. Cent. & Hud. Riv. Mt. bonds	134 — 136	134 — 136
Do. $100 shares	150 — 152	149 — 151
Do. Mort. bonds (sterling)	125 — 127	124 — 126
N.Y., Lake Erie & West., $100 shs.	47¼ — 47¾	47 — 47¼
Do. 6 p. c. pref. $100 shares	90 — 92	89 — 91
Do 1st Con. Mort. Bonds (Erie)	135 — 137	134 — 136
Mort. Funded Coupon bonds	132 — 134	131 — 133
Do. do. 2d do.	105¼ — 106¼	105 — 106
Do. 2d Consol. Mort. bonds	101 — 103	103 — 104
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	62¼ — 63¼	64¼ — 65¼
Do. Prior Lien Bonds (sterling)	111 — 113	108 — 110
Pennsylvania, $50 shares	67 — 68	66¼ — 67¼
Do. Con. Sink. Fund Mort	122 — 125	122 — 124
Philadelphia & Reading $50 shares.	30 — 31	28¼ — 29¼
General Consol. Mortgage	115 — 118	115 — 118
Do. Improvement Mortgage	104 — 106	104 — 106
Do. Gen. Mort. '74, ex-deferd. con.	96 — 98	96 — 98
Do. Scrip for the 6 def. coupons.	93 — 96	93 — 96
Pittsbg, Ft W. & Chic. Equip bds.	110 — 112	110 — 112
St. Louis Bridge 1st mort. gold bonds	129 — 131	129 — 131
Do 1st pref. stock	105 — 107	105 — 107
Union Pacific Land Grant 1st mort.	113 — 116	113 — 116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, July 7, 1881.

In the morning hours money was in good supply at 3½@4 per cent on stocks and at 2½@3 on government bonds. In the afternoon the quotation for call loans at the Stock Exchange was 3½ per cent. In the last hour call loans were bid up to 5 per cent; the closing quotation was 3½@4 per cent.

The posted rates of the leading drawers were 4.84½@4.86½. The actual rates were 4.83¾@4.84 and 4.85½@4.86 with cable transfers 4.86¼@¾ and prime commercial 4.82@4.82½. The actual rates for Continental exchange were as follows: francs, 5.23½@5.22½ and 5.19⅞; marks, 94¼@⅜ and 94¾@⅞; and guilders 40@40¼.

The Secretary of the Treasury issued on the 1st inst the following call for bonds for redemption, being for the remainder of the five per cent registered bonds issued under the Acts of July 14, 1870, and January 20, 1871, which were not presented for continuance at 3½ per cent:

By virtue of the authority conferred by law upon the Secretary of the Treasury, notice is hereby given that the 5 per cent registered bonds issued under the acts of July 1st, 1870, and Jan. 20, 1871, now outstanding and uncalled, will be paid at the Treasury of the United States, in the City of Washington, D. C., on the 1st day of October next, with the interest accrued thereon from May 1, 1881, and that the interest on the said bonds will cease on the said 1st day of October, 1881. Or, if the holders prefer, such bonds will be paid on presentation at any time prior to the 1st of October next, with accrued interest from May 1, 1881, to date of presentation. Parties

transmitting bonds for redemption shall address them to the "Secretary of the Treasury, Loan Division, Washington, D. C.," and all the bonds called by this circular should be assigned to the "Secretary of the Treasury for redemption." Where checks in payment for the bonds are desired in favor of any but the payee, the bonds should be assigned to "the Secretary of the Treasury for redemption for account of"—(here insert the name of the person or persons to whose order the check should be made payable.)

The Treasurer of the United States issued on the 1st inst. a statement showing that the total funded indebtedness of the District of Columbia amounted to $22,141,800. The amount of the funded debt retired since July 1, 1878, is $652,900, and the reduction in the annual interest charge by the operation of the sinking fund since that date is $41,370 77. The following stocks and bonds on which interest has ceased, there being funds for their payment deposited in the Treasury, are outstanding: Corporation of Washington 10 year bonds, $150; 5 per cent general stock, $2,010 01; 6 per cent general stock, $4,280 17; 6 per cent Canal stock $100; Corporation of Georgetown 6 per cent general stock, $200—total, $6,740 18.

The statement of the public debt of the United States, given in another column, shows a decrease during June of $12,828,159 53, and a decrease since June 30, 1880, of $101,573,483 36. The interest-bearing debt amounts to $1,639,567,750; debt on which interest has ceased since maturity, $6,723,865 26; debt bearing no interest, $422,721,954 32; total debt, $2,069,013,569 58; interest, $20,948,657 75; gold and silver certificates, $56,949,450; United States notes held for redemption of certificates of deposit, $11,925,000; cash balance available, July 1, 1881, $170,920,869 43; total cash in the Treasury July 1, 1881, $249,368,415 35.

During the fiscal year ending June 30, 1881, fifty-four National banks have been organized, with a capital of $6,409,700. Nineteen banks have gone into voluntary liquidation by vote of the shareholders, having a capital of $1,620,006. There have been no failures of National banks during the fiscal year. The number of banks now in existence is 2,122. There has been a large increase in the loans and the deposits. The statement of May 6, which is the date of the last reports received from the banks, shows an increase of $84,600,000 in loans over the corresponding period of last year, and $133,200,000 in individual deposits. There has also been an increase in specie of about $23,000,000, and an increase in circulation of $10,596,000, which, however, has been more than counterbalanced by the increased amount, $13,703,000, of legal tender notes deposited for the purpose of retiring circulation. One year ago the banks held nearly $200,000,000 of five and six per cent bonds. They now hold $189,000,000 of the continued three-and a-halfs and the remainder of their fives and sixes will soon either cease to bear interest or be continued, with the exception of $3,500,000 of Pacific Railroad sixes.

It is estimated that the National debt is owned by less than 100,000 persons. Robert N. Porter, of Chicago, special agent of the census, places the distribution of registered bonds as follows: New England States, 11 per cent; Middle States, 40 per cent; Southern States, 2 per cent; Western States, 8½ per cent; banks and other corporations, 35½ per cent.

The closing quotations on Thursday were: Adams Express, 135@137; American Express, 80@82; American District Telegraph, 48@50; Chicago, Burlington and Quincy, 164@165; Canada Southern, 67½@67⅞; Chicago and Northwestern, 131¼@131⅜; Central Pacific, 99¾@99⅞; Chicago, Milwaukee and St. Paul, 127¾@128; do. pref., 136⅞@137; Chicago, Rock Island and Pacific, 142¼@143⅛; Cleveland, Columbus, Cincinnati and Indianapolis, 95½@95¾; Columbus, Chicago and Indiana Central, 25¼@25½; Delaware and Hudson Canal, 109¾@110; Delaware, Lackawanna and Western, 123⅞@124⅛; Hannibal and St. Joseph, 93¾@94; do. pref., 117½@118; Lake Erie and Western, 60¾@61¼; Lake Shore and Michigan Southern, 125¾@125⅞; Metropolitan Elevated, 90¾@91⅛; Manhattan Elevated, 23¾@24; Michigan Central, 105@105⅛; New York Elevated, 109½@110; New York, Lake Erie and Western, 45⅞@46; do. pref., 87⅜@87¾; New York Central and Hudson River, 145⅞@146; Ohio and Mississippi 42⅛@42¼; Ohio Central, 34¾@35; Pacific Mail, 51⅜@51½; Panama —@256; St. Louis, Alton and Terre Haute, 62@65; do. pref., —@96¾; Texas and Pacific, 66½@66⅞; Union Pacific, 130⅛@130¼; United States Express, 69@70; Wells Fargo Express, 125@130; Western Union Telegraph, 92⅜@92½; Wabash, St. Louis and Pacific, 58¾@59; do. pref., 94⅛@94¼.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. bonds, 133; Boston and New York Air Line, 69; Buffalo, Pittsburg and Western, 46½; Chicago, Burlington and Quincy 8s, 106; Chicago and Eastern Illinois 1st, 113; Chicago, St. Louis and New Orleans, 83½; Chesapeake and Ohio 1st pref., 44⅞; do. 2d pref., 31; do. cur. int., 62¾; do. 1st, Series B, 89½; Chicago, St. Paul, Minneapolis and Omaha, 43; do. pref., 105¼; do. consol., 104½; Cedar Falls and Minnesota, 33; Cincinnati, Sandusky and Cleveland, 62¼; Clev., Col., Cin. and Ind. consol., 126½; Cairo and Fulton 1st, 113½; Col., Chi. and Ind. Cent. Inc., 75¾; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 108¼; Denver and Rio Grande, 108½; do. 1st, 120½; do. 1st consol., 117¾; Denver, South Park and Pacific 1st, 110; Houston and Texas Central 1st, W. and N. W. div, 115; Indiana, Bloom. and Western, 55; Kansas Pacific 1st consol., 110; Long Island, 60; Louisville, New Albany and Chicago, 102½; do. 1st, 107; Lake Erie and Western, 61; do. Sandusky div. 1st, 106¾; Louisville and Nashville Gen'l mort. 6s, 108; Manhattan Beach, 47; Marietta and Cincinnati 1st pref., 15½; do. 2d pref., 11; Mobile and Ohio, 39; do. 1st deben., 99½; do. 2d deben., 70; do. 1st mort., 115; Missouri, Kansas and Texas, 49⅛; do. consol. ass., 110⅜; do. 6s, 86¼; do. 2d, 85½; Missouri Pacific, 110⅞; do. 1st, consol., 109⅜; Memphis and Charleston, 87⅛; Milwaukee, Lake Shore and Western, 60⅞; do. 1st, 106; Milwaukee and Northern 1st, 101; Metropolitan 2d, 89; Nashville, Chattanooga and St. Louis, 89; New York, Ontario and Western, 36¼; Norfolk and Western, 60; New Orleans Pacific 1st, 101; Northern Pacific 1st, 108¾; New York City and Northern Gen'l mort., 95¾; Ohio Central, 34⅞; do. 1st, 105; do. Inc., 65; Oregon Railway and Nav., 171; do. 1st, 112⅛; Ohio Southern, 34¼; do. 1st, 99½; do. inc., 55; Peoria, Decatur and Evansville, 49; Rome, Watertown and Ogdensburg, 40½; do. 1st consol., 103; Rochester and Pittsburg, 44½; do Inc., 57½; Richmond and Allegheny, 70; St. Paul and Sioux City 1st, 112½; St. Louis, Jacksonville and Chicago 1st, 120; St. Paul, Minn. and Man., 106½; do. 1st, 111½; do. 2d, 109; St. Paul and Duluth pref., 88; Southern Pacific of California 1st, 107½; St. Louis and Iron Mt. 1st, pref. Inc., 100; do. 5s, 94½; do. Ark. Branch 1st, 114½; Toledo, Delphos and Burlington, 33; do. inc., 60; Texas and Pacific, 66¼; do. Inc., L. G., 87; do. Rio Grande div., 1st, 101¼; Texas and St. Louis, 45¼; do. 1st, 94; Toledo, Peoria and Western 1st, 118½; Alabama, Class A, 78½; Arkansas 7s, P. B. & N. O., 14½; Louisiana 7s, consol., 63¾; South Carolina 6s, consol., 106⅜; Tennessee 6s, old, 73; do. new, 73; Virginia 6s, def., 17; Sutro Tunnel, 1¾; Colorado Coal and Iron, 63¼; do. 1st, 102; Consolidation Coal, 40; Maryland Coal, 30; New Central Coal, 29½; Spring Mt. Coal, 45; Central Mining, 4½; Excelsior, 1¼; Homestake, 19¾; Standard, 23½; Silver Cliff, 5½.

Philadelphia.—Am. S. S. Co., 29¼; do. 6s, 109; Buffalo, Pittsburg and Western pref., 35; Cincinnati 7.30s, M. & N., 134; Chesapeake and Delaware Canal 6s, 89; Huntingdon and Broad Top Mt. consol. 5s, 91¼; New Orleans Pacific 6s, 102; Oil Creek 1st, 102; Philadelphia Germantown and Norristown, 110½; Philadelphia and Reading R. R. scrip, 74; Pennsylvania Co. 6s, 107½; Pennsylvania and New York Canal 7s, 123½; Sunbury, Hazleton and Wilkesbarre 2d, 35; Texas and Pacific consol. mort. 6s, 105; Union and Titusville, 7s, 110; West Jersey R. R. 35; do. 1st, 122; Western Pennsylvania 6s, Pittsburg Br., 113. The latest quotations are: City 6s, 115@116; do. free of tax, 181@182½; do. 4s, new, 106@111; Pennsylvania State 6s, 3d series, 104¼@105; do. 5s, new, loan, 118½@120; do. 4s, new, 111@—; Philadelphia and Reading R. R., 29¼@29⅜; do. consol, mort. 7s, coup. 126¾@127; do. reg., 126⅞@127; do. mort. 6s, 121@—; do. 7s, 1893, 121@122; do. new conv., 66@—; United New Jersey R. R. and Canal, 197@200; Buffalo, Pittsburg and Western, 22⅜@22⅝; Pittsburg, Titusville and Buffalo 7s, 105¼@107; Camden and Amboy mort. 6s, 1889, 115@115½; Pennsylvania R. R., 64½@64¾; do. gen'l mort., coupon, 127@128; do. reg., 127¾@128; do. consol. mort. 6s, reg., 121¼@121¾; Little Schuylkill R. R., 57@57¼; Morris Canal pref., 164@—; Schuylkill Nav., 5¾@6; do. pref., 14¼@15; do. 6s, 1882, 89⅞@90⅛; do. 1872, 105@109; Elmira and Williamsport pref., 55@60; do. 6s, 117@—; do. 5s, 100@102; Lehigh Coal and Navigation, 44¾@45; do. 6s, 1884, 106½@107; do. R. R. loan, 119¾@120¼; do. Gold Loan, 114⅞@115¼; do. consol. 7s, 118@119½; Northern Pacific, 43⅛@43¼; do. pref., 84@84¼; North Pennsylvania, 60@60⅛; do. 6s, 109½@110¼; do. 7s, 118@121; do. Gen'l mort. 7s, reg., 121¼@121¾; Philadelphia and Erie, 25

@—; do. 7s, 120@122¼; do. 5s, —@107½; Minehill, 62@62½; Catawissa, 21@21½; do. pref., 57½@58½; do. new pref., 57½@58; do. 7s, 1900, 127@127½; Lehigh Valley 60¼@60⅜; do. 6s, coupon, 122½@123⅛; do. reg., 122¾@123¼; do. 2d mort. 7s, 136@138; do. consol. mort., 121@122; Fifth and Sixth streets (horse), 136@137; Second and Third, 111¾@116; Thirteenth and Fifteenth, 82@—; Spruce and Pine, 50¼@51; Green and Coates, 82¼@—; Chestnut and Walnut, 95@100; Hestonville, 20@22½; Germantown, 75@—; Union, 119@125; Lombard and South, —@25¾; West Philadelphia, 94@100; People's, 30⅛@30⅜; Continental, 106@108.

Baltimore.—Atlanta and Charlotte 1st, 111; Atlantic Coal, 1 60; Baltimore and Ohio 2d pref., 122; Baltimore City 4s, 1920, 111¼; do. 5s, 1894, 117¾; do. 6s, 1884, 106; do. 6s, 1890, 118; do. 6s, 1902, 128; Consolidation Coal, 89½; Canton Co. 6s, 112; Columbia and Greenville 2d, 93¾; Maryland 6s, exempt, 113; North Carolina 4s, ex int., 89; Norfolk Water 8s, 126; Union Railroad bonds endorsed by Canton Co., 117; Virginia Midland pref., 71½; do. 2d pref., 50; do. 1st mort., 114½; do. 2d, 113½; do. 3d, 94; do. 5th, 100¼; Wilmington, Columbia and Augusta, 111; do. 6s, 111½. The latest quotations are: Atlanta and Charlotte 1st, 111@111¼; Baltimore and Ohio, 200@210; do. 6s, 1885, 109½@110; Baltimore City Passenger R. R., 39@—; Baltimore City 6s, 1884, 107@—; do. 6s, 1890, 118¼@119; do. 6s, 1900, 125@—; do. 6s, 1900, new, 126@—; do. 5s, 1894, 117½@119; do. 5s, 1900, 122½@123; do. 5s, 1916, 125@126; do. 4s, 1920, 111@111½; Canton 6s, gold, —@112; Columbia and Greenville 1st, 104½@105½; do. 2d, 94@94¾; Marietta and Cincinnati 1st, 124@124⅝; do. 2d, 88¾@89; do. 3d, 48½@49¼; Norfolk and Western pref., 58½@59½; Northern Central, 54¼@54⅝; do. 6s, 1900, gold, 119@120; do. 6s, 1904, gold, 114@116; do. 5s, 1926, 102@103; Ohio and Mississippi S. F., 121@—; Pittsburg and Connellsville 7s, 124@124½; Virginia Midland pref., 70@72; do. 2d pref., 50@55; Virginia Consol. 83¼@83½; do. consol. coupons, 91¾@92¼; do. 10-40s, 55½@56; Western Maryland 2d pref., 107¼@107½.

Boston.—Atlantic and Pacific 6s, gold, 103¾; do. Inc. 6s, 57; Atchison, Topeka and Santa Fe 5s, 98¼; Boston, Clinton, Fitchburg and New Bedford, 46; do. pref., 140; Boston Water Power, 9⅞; Burlington and Missouri River 6s, non-exempt, 107; Chicago and West Michigan, 89; Cincinnati, Sandusky and Cleveland pref., 31⅞; do. 7s, 109; Chicago, Milwaukee and St. Paul, Wis. Valley div. 6s, 105; Chicago, Burlington and Quincy 5s, 105; Chicago and Eastern Illinois, 110; Flint and Pere Marquette, 39¼; do. pref., 106; Iowa Falls and Sioux City, 91½; Kansas City, Fort Scott and Gulf, 95; do. 7s, 114; Little Rock and Ft. Smith, 80; do. 7s, 119; Marquette, Houghton and Ontonagon, 77; Massachusetts Central, 28; do. 6s, 100⅛; Mexican Central Block new, 100¼; do. old, 111; Maine Central, 50; Northern Pacific 6s, 104; New York and New England 6s, 112; New Mexico and Southern Pacific 7s, 122½; Ogdensburg and Lake Champlain Income, 74½; Rutland pref, 32; do. 5s, 85; Sonora 1st mort. 99¾; Sioux City and Pacific 6s, 123½; Summit Branch, 24¾; Toledo, Delphos and Burlington, 16½; Wisconsin Central, 28½; do. 1st series, 79; Allouez Mining Co., 2; Copper Falls, 6; Catalpa, 1¾; Douglas, 2; Duncan, 1⅞; Franklin, 11½; Pewabic, 12; Ridge, 3; Silver Islet, 43½; Sullivan, 4.

Standard Time.

Various plans have been suggested of late looking to the establishment of a standard time for railroad and general use. In regard to the proposition made by Mr. Fleming, which has attracted no little attention here and abroad, the Montreal Daily Witness says:

"Mr. Sanford Fleming has won fame quite beyond his expectation, and, with due respect we may add, quite beyond his deserts. At the recent meeting of engineers here, he made a very simple and business-like proposition with a view to regulating the variation of time on this continent. The European countries are comparatively small and compact, and each follows without inconvenience the time of its capital. But the United States and Canada cover too much longitude to work by such a rule, and hitherto we have had no rule of uniformity. Each town has its own time determined direct from the sun, and each considerable railway running east and west is divided into sections which adopt the time of different centres. Mr. Fleming's proposition was simply to divide the country into sections whose time would be exactly an hour apart, and have all places within those sections uniform. Anyone passing from one section into another would find his watch just one hour astray, and would not be perplexed by having to calculate a different number of minutes of difference in each place visited. We are not prepared to pronounce judgment on this proposition, which seems to have a good deal to recommend it, but it is a very different one from that which the New York Herald and journals which follow it attribute to Mr. Fleming, which is no less than that all the clocks in the world should run on a uniform time. This would be a revolution, indeed, and would have curious results. The day which would begin at midnight, say at Greenwich, would have to begin at five in the morning at Montreal, and places west of here would have to begin their day at various times in the forenoon. They would have to change their dates after the business day commenced, and speak of breakfast as having been taken yesterday. All this would be very interesting, indeed, but we hardly think Mr. Fleming deserves to have so stupendous a proposition attributed to him. Mr. Fleming did say something about restoring the old fashion of making the clock tell the hours from one to twenty-four, which, could it be adopted, would remove the need of saying a. m. or p. m, and do away with many mistakes in reading time tables, but a good many things would need to be considered before adopting this part of his scheme."

The Quincy, Missouri and Pacific branch of the Wabash Railroad was completed July 1 to Trenton, Mo., 140 miles west from Quincy, Ill.

A railway is to be built up Mount Lafayette, of the White Mountain range. The mountain is 5,290 feet above the level of the sea, and its summit can be reached by a climbing line of three miles. Its estimated cost is $150,000.

Regular trains commenced running on the Saratoga Lake Railway on the 4th of July.

HANNIBAL AND ST. JOSEPH RAILROAD CO.,
No. 78 BROADWAY, NEW YORK, July 2, 1881.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a dividend of Three and one-half per cent upon its Preferred Stock, payable Monday, August 1, 1881, at this office.

The transfer books of the Preferred Stock will be closed at 3 o'clock P. M. on July 9, and reopen August 4, 1881. JOHN A. HILTON, Secretary.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.
Treasurer's Office Grand Central Depot,
NEW YORK, June 24, 1881.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a quarterly dividend of TWO PER CENT upon its capital stock, payable on the 1st day of August next at this office.

The transfer books will be closed at 3 o'clock P. M., on THURSDAY the 30th inst., and will be reopened on the evening of THURSDAY the 4th day of August next.

E. D. WORCESTER, Treasurer.

Brown, Brothers & Co.,
NO. 59 WALL ST., N. Y.,
BUY AND SELL
BILLS OF EXCHANGE
ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM AND HOLLAND.
Issue Commercial and Travelers' Credits
IN STERLING,
AVAILABLE IN ANY PART OF THE WORLD.
And in France, in Martinique and Guadaloupe.
MAKE TELEGRAPHIC TRANSFERS OF MONEY
Between this and other countries, through London and Paris.
Make Collections of Drafts drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

Paine, Webber & Co.,
BANKERS AND BROKERS,
(Members of the Boston Stock Exchange.)
53 Devonshire St., Boston.
Devote special attention to the purchase and sale of Stocks and Bonds in the Boston market, the careful selection of securities for investment, and the negotiations of commercial paper.
WM. A. PAINE. WALLACE G. WEBBER. C. H. PAINE.

John H. Davis & Co.,
Bankers and Brokers,
17 Wall St., New York.
Interest allowed on Temporary and Standing Deposits.
Stocks and Bonds bought and sold on Commission only, either on Margin or for Investment.

Sheldon & Wadsworth,
BANKERS,
10 WALL STREET, N. Y.
IN ADDITION TO A GENERAL BANKING BUSINESS, BUY AND SELL ON COMMISSION GOVERNMENT BONDS AND ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE, MAKING LIBERAL ADVANCES ON SAME. ALLOW INTEREST ON DEPOSITS.
WM. C. SHELDON. WM. B. WADSWORTH.
GEO. R. SHELDON.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	$8,500,000	J. & J.	Jan. '81 3½
Ashuelot	210,000	quarterly	July 81 1½
Atch., Top. & Santa Fe	10,409,300	quarterly	May '81 2
Atlanta and West Point	1,232,200	J. & J.	July 80 4
Atlantic and St. Law*	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah	1,022,900	J. & D.	June'80 2½
Avon, Genesee & Mt. M.*	225,000	A. & O.	Jan. 78 5
Baltimore and Ohio	14,216,800	M. & N	May '81 5
" " pref.	4,569,578	J. & J.	July '81 3
Washington Br.	1,650,000	A. & O.	Apl. '81 5
Berkshire*	600,000	quarterly	Apl. 81 1½
Boston and Albany	20,000,000	quarterly	June'81 2
Bos., Clin., F. & N. Bed.	1,297,600	— & —	.....
" " pref.	1,750,100	... .	Apl. '81 3
Agricultural Br. guar	60,000	J. & D	June'76 3
Bost., Conc. & Mont.* pref	800,000	M. & N	May '81 3
Boston and Lowell	3,250,000	J. & J.	July 81 2
Boston and Maine	6,921,274	M. & N.	May 81 4
Boston and Providence	4,000,000	M. & N.	May 81 4
Attleborough Branch	131,700	J. & J.	July '81 3½
Bost. Revere B. & Lynn	350,000	J. & J.	July '81 3
Buffalo, N. Y. and Erie*	950,000	J. & D	June'81 5
Burl. & Mo. Riv. in Neb.	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic	377,400	quarterly	Apl.'80 3½
" " pref.	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co	381,925	J. & J.	July '81 3
Cape May and Millville*	447,000	J & D.	June '80 3
Catawissa*	1,159,500	October.	Oct.'80 3½
" pref.	2,200,000	M. & N.	May '81 3½
" 2d pref.	1,000,000	M. & N.	May '81 3½
Cayuga and Susq.*	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*	6,350,400	F.M.A.N	May '81 1
" " pref	769,600	F. & A	Feb '81 3½
Central of Georgia	7,500,000	J & D.	June '81 4
Central of New Jersey	18,563,200	quarterly	Apl. 76 2½
Central Ohio*	2,425,000	J. & J.	July '81 3
" pref	400,000	J. & J	July '81 3
Central Pacific	54,275,500	F. & A.	Feb. 81 3
Chemung*	380,000	quarterly	July '81 1½
Cheshire, preferred	2,155,300	J. & J.	July '80 1½
Chicago and Alton	10,065,400	M. & S.	Mar. 81 4
" " pref	2,425,400	M. & S.	Mar '81 4
Chicago, Burl. & Quincy	31,004,456	quarterly	June '81 2
Chi., Clin., Dub. & Minn.	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*	3,916,200	J. & J.	July 81 4
Chi., Mil. and St. Paul	15,401,261	A. & O.	Apl. '81 3½
" " pref	12,279,483	A. & O.	Apl. '81 3½
Chicago & N. Western	14,988,257	J. & D	June'81 3
" pref	21,625,353	quarterly	June'81 1½
Chicago, R. I. & Pacific	60,000,000	quarterly	Aug.'81 1½
Chicago & West Mich	6,151,000	F. & A.	Feb.'81 2½
Cin., Ham. & Dayton	3,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref.	429,037	M. & N.	May '81 3
Clev., Col., Cin. & Ind	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*	2,057,569	M. & N.	Nov. '79 4
Cleveland & Pittsburg*	11,236,150	quarterly	June'81 1½
Columbus and Xenia*	1,786,200	M.J.S.D	June'81 2
Colum. & Hocking Val.	2,500,000	F. & A.	Feb. '81 4
Concord	1,500,000	M. & N.	May 81 5
Concord and Ports.*	350,000	J. & D.	June'81 3½
Conn. & Passump Riv.	2,175,700	F. & A.	Feb. '81 2
Connecticut River	2,100,000	J. & J.	July '81 4
Cumberland Valley	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.	241,900	A. & O.	Oct. '80 4
" 2d pref.	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk	600,000	quarterly	June 81 1½
Dayton & Michigan*	2,401,528	A. & O.	Oct. '80 1½
" " pref.	1,211,250	quarterly	Jan. 81 2
Delaware*	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*	1,584,400	quarterly	May '81 1½
Del., Lackaw. & Westn.	26,200,000	quarterly	July '81 1½
Detroit, Lans. & Nor	1,825,600	F. & A.	Aug.'80 2½
" " pref	2,603,380	F. & A.	Feb. '81 3½
Dubuque & Sioux City*	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania*	1,309,200	J. & J.	July 81 3
East Mahanoy*	392,950	J. & J.	July 81 3
East Tenn., Va. & Ga	5,000,000	A. & O.	Apl. '81 3
Eastern (Mass.)	4,997,600	J. & J.	July '73 3
Eastern (N. H.)	492,500	J. & D.	June '81 2½
Eel River	3,000,000	quarterly	June '81 2½
Elmira, Jef. & Canand*	500,000	Sept.	Sept. '80 5
Elmira & Williamsport*	500,000	M. & N.	May '81 1½
" " pref.	500,000	J. & J.	July '81 3½
Erie and Pittsburg*	1,090,250	quarterly	Sept.'80 1½
Fitchburg	4,500,000	J. and J.	July '81 3½
Frankfort and Kokomo	600,000	.....	Oct. '71 1½
Georgia	4,200,000	J. and J.	July '81 3
Hannibal & St. Jo. pref	5,183,024	F. & A.	Aug. '81 3½
Harrisburg & Lancaster*	1,182,800	J. & J.	Jan. '81 3½
Housatonic, pref.	1,180,000	quarterly	Apl. '81 2
Illinois Central	20,000,000	M. & S	Mar. '81 3½
Iowa Falls & Sioux City*	4,625,000	quarterly	June '81 1
Iowa Railroad Land Co	7,620,000	quarterly	May, '81 1½
Io. So. & Mo. Northern	600,000	quarterly	May, '81 2
Jeffersonv., Mad. & Ind	900,000	quarterly	May, '81 1½
Joliet and Chicago*	1,300,200	quarterly	June '80 1½
Kan. City, Top. & West	2,350,000	quarterly	May, '80 1½
Kentucky Central	500,000	J. & D.	Dec. '80 1
" " pref.	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. So.	45,466,500	quarterly	Aug. '81 2
" " (guar.)	533,500	F. & A.	Aug. '81 5
Lawrence*	450,000	quarterly	July '81 2
Lehigh Valley	27,332,555	quarterly	July '81 1½
" pref.	106,800	quarterly	July '81 1½
Little Miami*	5,871,450	quarterly	June '81 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Schuylkill*	$2,848,100	J. & J.	July 81 2½
Louisville & Nashville	18,130,000	F. & A.	Aug. '81 3
Louisv., N. Alb. & Chi	3,000,000	J. & D.	Dec. '70 3
Lowell and Andover	500,000	J. & J.	July '80 3½
Lowell and Lawrence	200,000	A. & O.	Apl. '78 2
Lykens Valley	600,000	F.M.AN	Feb. '79 2½
Manchester and Law	1,000,000	M. & N.	May 81 5
Marietta & Cincinnati	1,408,912	— & —	.....
" " 1st pref.	8,130,719	M. & S	Sep. '66 3s
" " 2d pref.	4,460,368	M. & S.	Sep. '66 3s
Massawippi*	400,000	F. &. A	Feb. '81 2
Memphis & Charleston*	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated	6,500,000	quarterly	Apl. '81 2½
Michigan Central	18,733,204	quarterly	Aug. '81 1
Middlesex Central	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill*	323,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.*	3,856,450	J. & J.	Jan. '81 3½
Missouri Pacific	12,416,000	quarterly	July 81 1½
Mobile & Montgomery	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*	15,000,000	J. & J.	July '81 3½
Mt. Carbon & Pt. Carbon	282,350	J. & J.	Jan. '81 6
Nashua and Lowell	800,000	M. & N.	May '81 3½
Nashua and Rochester	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis.	6,575,296	A. & O	Apl. '80 1½
Naugatuck	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*	1,000,000	M. & S.	Mar. '81 3½
N. Castle & Beaver Val.*	1,800,000	quarterly	July '80 2½
N. Haven & Northamp	605,000	quarterly	Oct. 74 3
New London Northern*	1,418,800	quarterly	Oct. '80 1½
N. Y. Cen. & Hudson R.	89,428,330	quarterly	July '81 2
New York and Harlem	3,500,000	J. & J.	July 81 4
" " pref.	1,500,000	J. & J.	July '81 4
" City Line	.....	annually	Apl. '81 3
New York & Long Br.*	2,000,000	.....	Oct. '79 2½
New York Elevated	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.	77,107,700	.....	...
" " pref.	8,146,700	.....	...
N. Y., N. H. & Hartf.	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.	3,000,000	quarterly	May '81 2
Niag. Bridge & Canand*	1,000,000	J. & J.	July '80 3
North Carolina*	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S.C.) pref.	96,000	M. & N.	Nov. '77 4
North Pennsylvania	4,527,150	quarterly	May '81 1½
Northern Central	5,842,000	J. & J.	July '81 3
Northern N. Hampsh	3,068,400	J. & D.	June'81 3
Northern New Jersey*	1,000,000	J. & J.	July '77 2
Norwich & Worcester*	2,604,400	J. & J.	July '81 5
Ogdensb. & L. Champl.*	3,077,000	J. & J.	July '76 2
" " pref.	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi	20,000,000	quarterly	.....
" " pref.	4,030,000	J. & D.	Mar. '75 3½
Old Colony	7,133,800	J. & J.	July '81 3
Oregon Railway & Nav.	4,455,000	quarterly	May 81 2
Oswego and Syracuse*	482,400	F. & A.	Aug 81 4½
Panama	7,000,000	Aug. 1, 1	881, $24.26
Paterson and Hudson*	632,000	J & J.	July '81 4½
Paterson and Newark*	250,000	J. & J.	.....
Paterson and Ramapo*	248,000	J. & J.	July '81 4½
Pember. & Hightstown*	342,150	J. & J.	July 80 3
Pennsylvania	68,870,200	M. & N.	May 81 4
Peoria & Bureau Val.*	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*	6,004,300	J. & J.	.....
" " pref.	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn*	1,626,250	M.J.S.D.	June 81 3
Philadelphia & Reading	32,726,375	quarterly	Jan. '76 2½
" " pref.	1,551,800	quarterly	July '76 3½
Phila. and Trenton*	1,250,100	quarterly	Apr. '81 2½
Phila., Wil. & Balt.	11,572,700	J. & J.	July '81 4
Pittsb., Ft. W. & Chi.*	19,714,285	quarterly	July '81 1½
" Special Imp.	5,504,300	quarterly	July '81 1½
Pittsfield & N. Adams	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm	1,500,000	J. & J.	July '81 3
Profile and Franconia	.....	Annual.	Nov. '80 8
Providence & Worcest	2,000,000	J. & J.	July '81 3
Republican Valley	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass	175,575	— & —	Jan. '81 3
Richmond & Petersb	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*	555,200	J. & J.	Jan. '79 3
Rome, Water. and Ogd.	2,998,900	J. & J.	July '75 3
Rutland preferred	4,163,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute.	2,800,000	— & —	.....
" " pref.	2,463,400	F. & A.	Feb. '81 3
St. L., I. Mt. & South'n.	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley*	576,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottav.*	869,450	F. & A.	Aug.'80 3
Shore Line*	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref.	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*	438,300	J. & J.	July '79 3
South Western, (Ga.) *	3,892,300	J. & D.	June '79 3½
Stockbridge and Pitts.*	448,700	J. & J.	July 79 3½
Summit Branch*	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana	1,988,150	F. & A.	Feb. '81 4
Troy and Boston	1,609,000	F. & A.	Feb. '80 2
Union Pacific	36,745,000	quarterly	July '81 1½
United Cos. of N. J*	29,490,400	quarterly	Apl. '81 2½
Utica, Chenango & S. V.	4,000,000	M. & N.	May '80 3
Utica and Black River	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass	3,050,000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific	20,000,000	... .	.....
" pref.	20,000,000	quarterly	May 81 1½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*	$750,000	J. & J.	July '81 3½
Warren (N. J.)	1,800,000	A. & O.	Apl. '80 3
Warwick Valley	225,000	J. & J	July '80 3
Westchest. & Phil. pref.	821,300	J. & J.	July '80 2
West Jersey	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*	500,000	J. & J.	July '81 3
Worcester and Nashua	1,789,800	J. & J.	July '81 1½
HORSE-POWER R. R.			
Albany City	110,300	— & —	.....
Baltimore City	1,000,000	J. & J.	July '81 4
Balt., Cat. & El. Mills	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.	121,000	A. & O.	Apl. 81 3
Broadway (Brooklyn)	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (NY)	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.	400,000	A. & O.	Apl. '79 3
Brooklyn City	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)	309,000	J. & J.	July '71 3½
Cambridge	908,600	J.A. J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv.	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.)	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.	500,000	A. & O.	Oct. 80 5
Continental (Phila.)	180,000	J. & J.	July '81 6
D. Dock, E. B'dw. & Bat.	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark	200,000	— & —	 3
42nd St. & G. St. Ferry	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.)	600 000	A. & O.	Apl. '80 4
Germantown (Ph.)	1,000,000	J. & J.	July '80 5
Girard College (Ph.)	500,000	J. & J.	July '71 3
Grand St. and Newton	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	800,000	J. & J.	July '79 6
Heston, Mantau & Fairm.	2,050 000	J. & J.	Jan. 75 1½
Highland	600,000	J. & J.	July 81 4
Lomb. & South Sts. (Ph.)	105,000	A. & O	Oct. '79 2.4
Lynn and Boston	300 000	M. & N.	May '81 4
Malden and Melrose	200,000	— & —	.....
Metropolitan (Boston)	1,500,000	J. & J.	July '81 4
Middlesex (Boston)	550,000	M. & N.	May '81 3½
N.Y., Bay Ridge & Jam.	102,540	.....	Oct. '78 7
Ninth Avenue (N. Y.)	797,320	— & —	.....
Orange and Newark	282,555	— & —	.....
People's (Phila.)	206,054	.....	July 79 2
Philadelphia City	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby	200,000	J & J.	July '77 2
Phila. and Grey's Ferry	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.)	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.)	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)	750,000	M. & N.	Nov. '77 5
Somerville (Boston)	115,000	M. & N.	May '81 3
South Boston	600,000	J. & J.	July '81 4
Third Avenue (N. Y.)	2,000,000	F.M.A.N	Nov. '80 4
13th & 15th street (Ph.)	1,000,000	J. & J.	July '81 4
23d street (N. Y.)	600,000	J. & J.	Jan. '79 4
Union (Boston)	374,300	J. & J.	July '81 4
Union (Phila.)	400,000	J. & J.	July '81 7
West Philadelphia	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware	1,983,563	J. & D.	June'75 2
Delaware Division	1,633,350	.....	Feb. '81 $1
Delaware and Hudson	20,000,000	.....	June'81 1½
Delaware and Raritan*	5,847,400	quarterly	Apl '81 2½
Lehigh Coal & Navigat.	10,848,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat.	1,003,500	J. & J.	July '79
Morris (consolidated)	1,025,000	F. & A.	Feb. '78 2
" (preferred)	1 175,000	F. & A.	Feb '78 5
Pennsylvania	4,337,950	— & —	.....
Schuyl. Nav. (common)*	50 1,908,207	annually	A.'79 70c.s
" " (pref.)	50 2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express	100 12,000,000	quarterly	May '81 2
American Express	50 18,000,000	J. & J.	July '81 2½
Amoskeag Manuf. Co	3,000,000	J. & D.	June '81 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	May '81 $5
Central Mining Co	100	Annual.	Feb '81 $5
Consolidation (Md.) Coal.	100 10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I.	100	J. & J.	Aug.'80 3½
Gold and Stock Tel	100 2,500,000	quarterly	Oct. '79 1½
Maryland Coal	100 4,400,000	F. & A.	Feb. '76 1½
Mariposa Gold	100 2,836,600	.....	.....
" pref	100 5,693,400	.....	.....
Missouri Val. Land Co.	100 200,000	M. & S.	July '81 4
Moingona Coal Co.	100 305,200	quarterly	Mar. '80 2½
National Tube Works	100 1,000,000	quarterly	July 81 3
Pacific Mail Steamship	100 20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal	50 4,000,000	F.M.A.N	May '81 3
Pullman Palace Car	100 5,990,200	F.M.A.N	May '81 2
Quicksilver, common	100 5,708,706	.....	.....
preferred	100 4,291,300	.....	.....
Quincy Mining Co	25 40,000 shs	Annual.	Feb. '81 5
Quincy R. R. Bridge	100 1,760,000	J. & J	July '81 5
Sioux C. & I. F. L. & L. Co.	100 500,000	J. & J.	July '81 2
Spring Mountain Coal	50 1,250,000	J. & D.	June'81 3½
Topeka Equipment Co.	100 255,000	A. & O.	Apl. '81 5
United States Express	100 7,000,000	F.M.A.N	May '81 1
Wells-Fargo & Co. Exp	100 5,000,000	J. & J.	July '81 4
West. Union Telegraph	100 30,000,000	quarterly	July '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,551	184,680	165,630	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,128	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	528,860	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,373
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,716,581	1,771,314	1,957,951	2,031,000	1,820,660	1,490,322	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,037,958	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	232,146	.....	.....	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	.....	.....	.....	.....	.....	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	198,220	168,199	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	338,423	.....	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,883	191,695	295,455	.....	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	433,212	514,767	584,230	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	191,317	177,861	163,484	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,002	.....	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	247.807	188,120	195,329	.....	.....	.....	.....	.....	.....	.....
1881	359,706	432,475	325,209	267,082	226,399	227,323	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	.....	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	90,375	857,733	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	103,555	102,630	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	563,883	655,014	.....	.....	.....	.....	.....	.....	.....	.....
1881	816,950	803,490	941,699	846,000	809,700	.....	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	117,272	.....	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	226,358	162,027	145,416	132,698	.....	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	.....	.....	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	183,525	164,430	.....	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	.....	.....	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	215,271	.....	.....	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,314,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1.492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,874	1,786,417	1 899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	1,709,057	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	453,906	487,173	465,588	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,359	119,357	186,075	217,613	253,105	.....	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	143,835	214,755	299,880	368,276	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	334,947	311,470	.....	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,561	285,573	293,323	343,742	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1.563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,502	175,864	.....	.....	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	262,050	265,298	283,399	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,928	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	204,009	194,776	163,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,983	490 195	451,560	408,241	349.053	355,300	442,000	542 555	661,400	678.200	626,725	655,100	6,258,419
1881	570,957	560,791	692,023	535,042	480,300	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,899	.....	.....	.....	.....	.....	.....	.....	.....
1881	254,187	159,482	320,962	425,685	382,642	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,928,528	.....	.....	.....	.....	.....	.....	.....
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,398,467	2,590,969	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	928,603	933.143	1,189,268	1,028,791	1,122,706	952.049	1,065,080	1,185,325	1,177,134	1,526,475	1,105,616	962,663	12,336,152
1881	811,617	815,923	1,119,591	1,023,482	1,144,661	.....	.....	.....	.....	.....	.....	.....	.....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y	National Union	" " " "
Newport, R. I	Nat. Bank of Rhode Island	" A, Nov. 1, 1865.
New York, N. Y	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y	Marine	" " " "
New York, N. Y	Market	" " " "
New York, N. Y	St. Nicholas	" " " "
Peekskill, N. Y	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill	First	" A, Nov. 2, 1863.
Boston, Mass	Globe (Photographed)	" C.
Boston, Mass	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill	First	" A, May 21, 1864.
Castleton, N. Y	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill	First	" A, May 10, 1865.
Chicago, Ill	First	" " " "
Chicago, Ill	Central	" " " "
Chicago, Ill	Merchants'	" " " "
Chicago, Ill	Traders'	" " " "
Chicago, Ill	German	" A, March 10, 1865.
Chicago, Ill	Union	" " " "
Dedham, Mass	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill	First	" A, May 10, 1865.
Hanover, Pa	First	" D, Feb. 20, 1864.
Jackson, Mich	People's	" D, Oct. 2, 1865.
Jewett City, Conn	Jewett City	" B, Sept 1, 1865.
Montpelier, Vt	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass	Merchants'	" C, Feb. 14, 1865.
Northampton, Mass	First	" C, May 2, 1865.
Paxton, Ill	First	" A, Oct. 20, 1871.
Pawling, N. Y	National Bank of Pawling	" A, July 20, 1865.
Peru, Ill	First	" A, June 2, 1864.
Rome, N. Y	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa	First	" B, July 1, 1865.
Troy, N. Y	National State Bank	" A, May 10, 1865.
Virginia, Ill	Farmers'	" " " "
Westfield, Mass	Hampden	" C. & D. Aug. 1, '65.

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill	*Nat. Bank of Pontiac*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y	Albany City	Letter A, July 20, 1865
Auburn, N. Y	Auburn City	" A, July 20, 1865.
Buffalo, N. Y	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y	First	" A, Feb. 20, 1865.
Muncie, Ind	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y	Highland	" A, July 1, 1865.
New York, N. Y	American	" A, May 12, 1865.
New York, N. Y	Marine	" A, July 1, 1865.
New York, N. Y	Market	" " " "
New York, N Y	Mechanics'	" " " "
New York, N. Y	Nat. Bank of Commerce	" " " "
New York, N. Y	Nat. Bank State of N. Y	" " " "
Philadelphia, Pa	First	" B, Feb. 20, 1864.
Philadelphia, Pa	Third	" " " "
Poughkeepsie, N. Y	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y	City	" A, July 4, 1865.
Poughkeepsie, N. Y	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y	First	" A, Feb. 20, 1865.
Richmond, Ind	Richmond	" A, March 15, 1873.
Rochester, N. Y	Flour City	" A, July 1, 1865.
Rome, N. Y	Central	" A, May 12, 1865.
Syracuse, N. Y	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y	Mutual	" A, May 10, 1865.
Waterford, N. Y	Saratoga County	" A, July 1, 1865.
Watkins, N. Y	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind	First	Letter A, Nov. 2, 1863.
New York, N. Y	First	" B, July 19, 1865.
New York, N. Y	Market	" B, Jan. 19, 1865.
New York, N. Y	Merchants'	" B, July 19, 1865.
New York, N. Y	Nat. Bank of Commerce	" " " "
New York, N. Y	Nat. Shoe & Leather	" " " "
New York N. Y	Tradesmen's	" B.
Philadelphia, Pa	Fourth	Letter A, March 7, 1864.
Portland, Conn	First	" A, May 10, 1865.
*Utica, N. Y	City	" B, Aug 19, 1865.
Utica, N. Y	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y	Third	Letter A, March 10, 1865.
New York, N. Y	Central	" A, April 15, 1864.
‡New York, N. Y	Union	" A, April 15, 1864.
New York, N. Y	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y	Nat. Bank of Commerce	" " " "
New York, N. Y	Tradesmen's	" A & D, April 20, '65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 to 750	19,609 to 19,688
Lynn, Mass	*National City Bank*	121 to 150	66,796 to 66,825

100s.

Baltimore, Md	National Exchange	Letter.
Boston, Mass	First	" A, Feb 2, 1864.
Boston, Mass	Nat. Revere	" A, July 20, 1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y	Central	" A, April 15, 1864.
New Bedford, Mass	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 to 750	19,609 to 19,688
Lynn, Mass	*National City Bank*	121 to 150	66,796 to 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug I, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,34 504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Tre
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass. Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y. Charter number 2279; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa. Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass. Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

Customs Seals and Wires.

The following circular was issued on the 1st inst. by the Treasury Department at Washington, to Collectors of Customs and others:

"On and after the 1st prox. all common carriers whose cars or vessels are secured by Customs lead seals and wires will be required to reimburse the Government for the cost of said seals. Customs officers will keep an accurate account with each carrier, and collect monthly from each the amount due for seals used. The amounts so collected should be accounted for as miscellaneous receipts. In making collections for the seals used under these instructions from the supply now on hand at the several ports, the carriers should be charged at the rate of $3 49 per 1,000 seals, that being the price at which said seals are furnished to the department. For lead seals and wires hereafter furnished $5 50 per 1,000 will be collected, that being the price to be paid the contractor for the fiscal year beginning July 1, 1881. Monthly reports of lead seals received used, and remaining on hand will continue to be made as heretofore."

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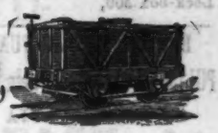
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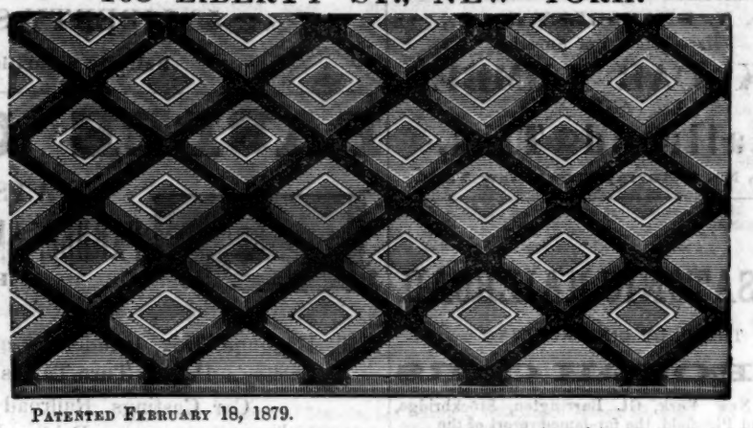

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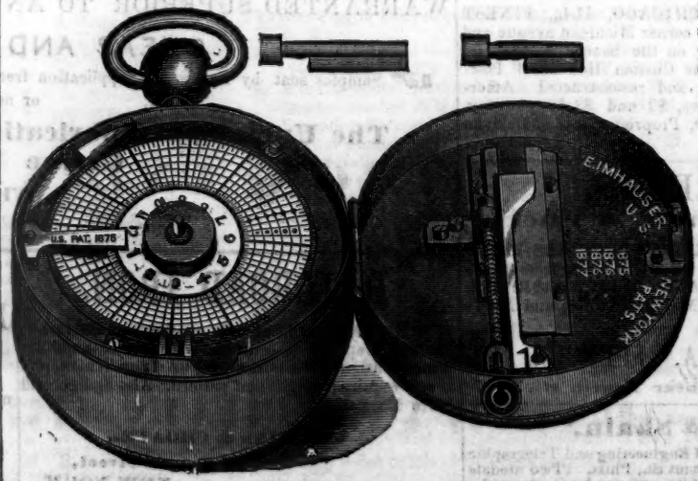

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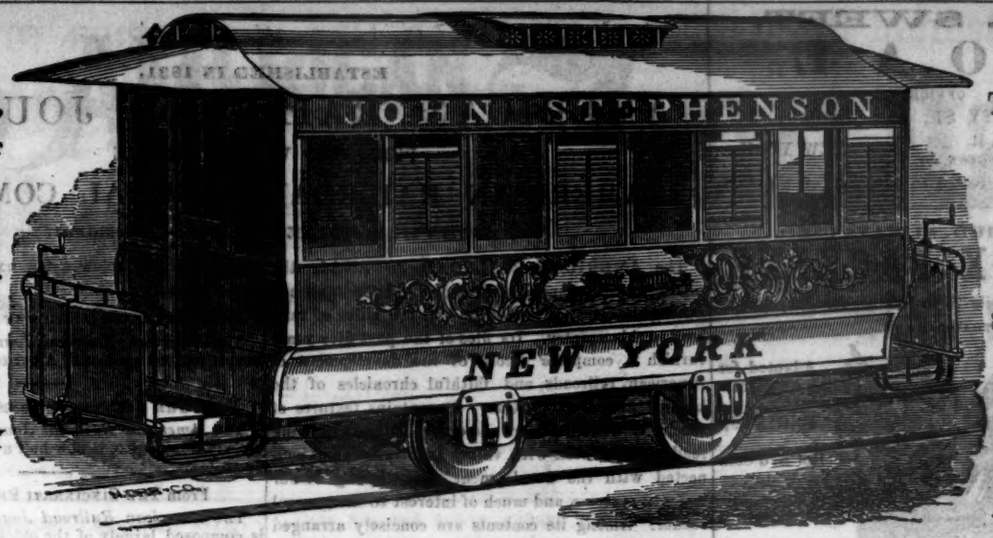

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